

# GRAIN DEALERS' JOURNAL

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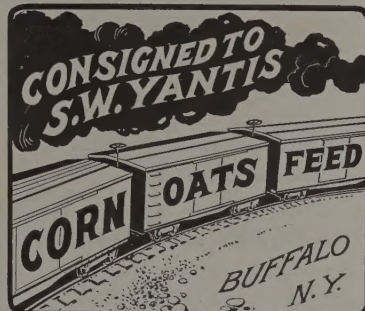
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# Monitor Machinery for 1906

## *To the trade:*

In extending to you an invitation to look over the **1906 Monitor Machinery**, some mention should be made of the year that has just passed.

It has been the most successful year in the history of the concern, not only as regards the extent of business and number of machines sold, but in the universal commendation that the **Monitor Line** has received from the users. We wish to extend our warm expressions of gratitude for the appreciation of our efforts to give to the trade everywhere, the very best obtainable in machinery requirements.

Our plans for 1906 include a continuation of those features that have placed the **Monitor** machines far in advance of any competitor, and improvements made where improvements were possible. It is not practical to mention any or all of these improvements in the space allowed us here. Watch for our catalogue, or, if you do not receive it, a line from you will bring it.

The growing demand for our machines has forced us to increase our manufacturing facilities. Additions are being made to the factories and to the equipment, that will enable us not only to increase our out-put, but to make even better and more prompt deliveries than in the past.

We ask your consideration and examination of the **Monitor** line, which includes :

MONITOR DUSTLESS WAREHOUSE AND ELEVATOR SEPARATOR  
MONITOR COMPOUND SHAKE WAREHOUSE SEPARATOR  
MONITOR SPECIAL DOUBLE SHOE SEPARATOR  
MONITOR DOUBLE SHOE STEEL CONSTRUCTION SEPARATOR  
MONITOR BARLEY SEPARATOR AND GRADER  
MONITOR BARLEY SCOURER  
MONITOR MALT CLEANER      MONITOR FLAX SEPARATOR  
MONITOR OAT CLIPPER

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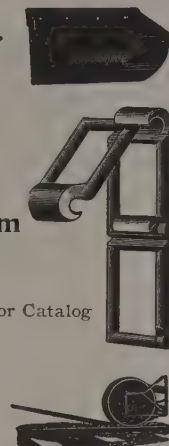
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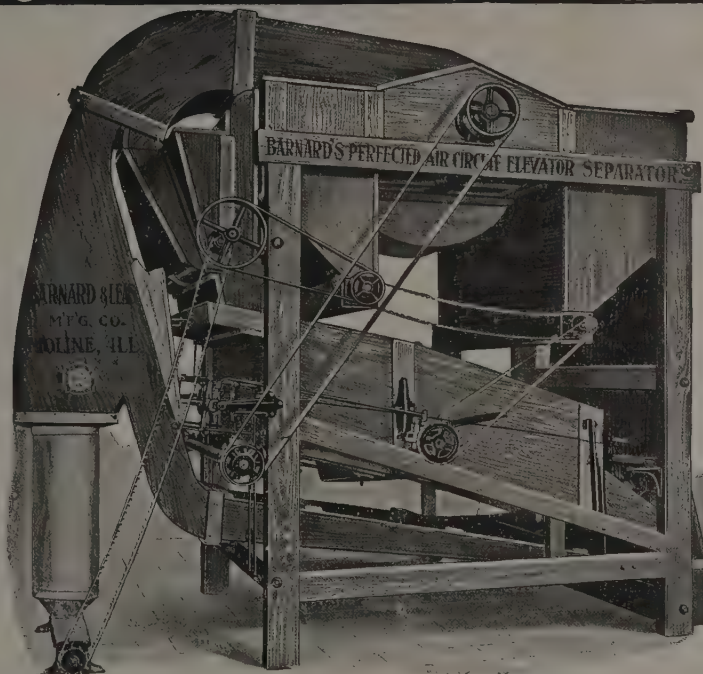
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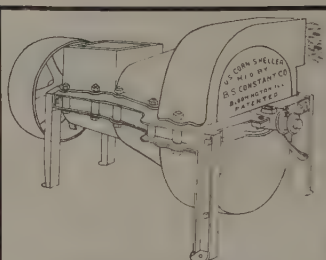
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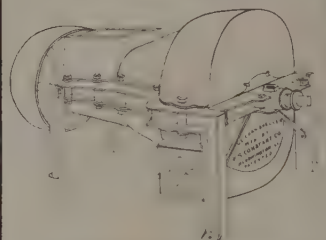


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It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

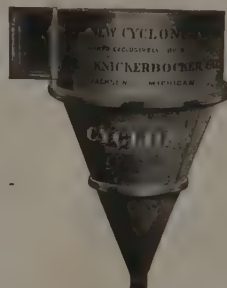
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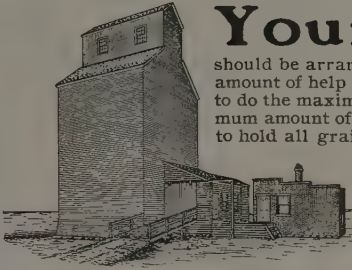
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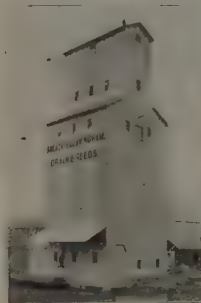
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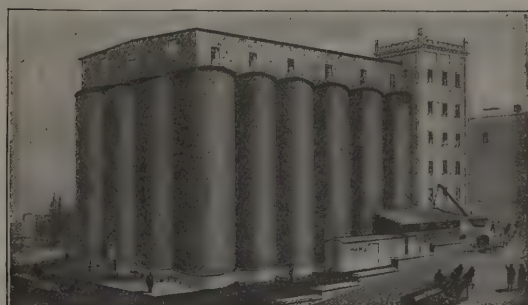
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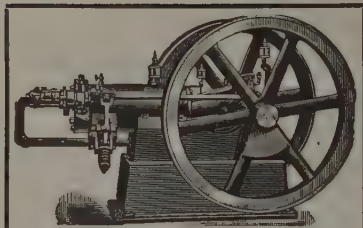
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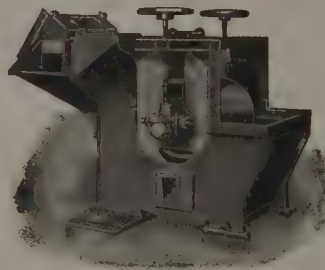
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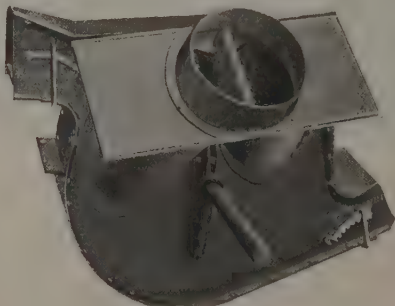
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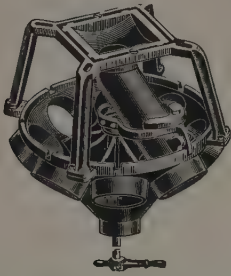
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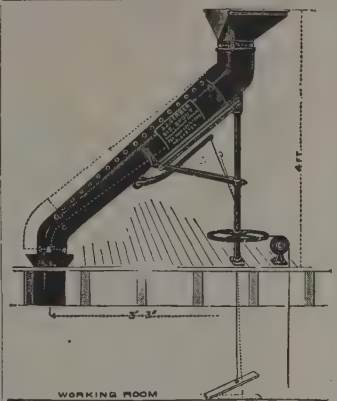
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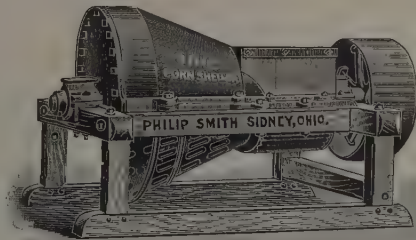
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These are only a few reasons why you need a "Clipper" Cleaner. Write for catalogue and let us tell you more about them.

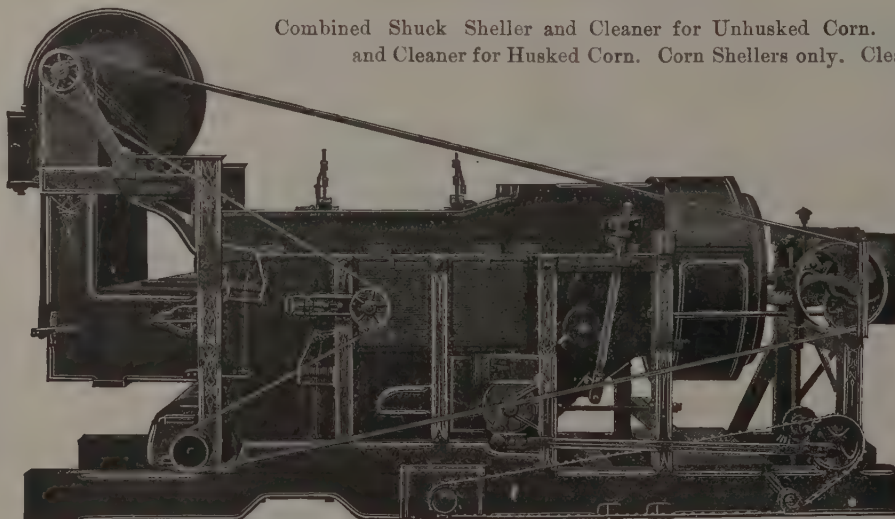
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ELEVATOR FOR SALE—Located in central Iowa; cribbed elevator; 20,000 bushels capacity; steam power; 20 horse engine; 88 cars last year; larger crop this; good coal business; for sale cheap to quick buyer. Don't write unless you mean business. Address L. J. Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—10,000 bushels cribbed elevator; two dumps complete with sheller; 2,500 bushels ear corn room; two grinders, seed house 24 x 28 ft.; scales and loading facilities at two outside points. Best corn district in Iowa. Part time to proper party. Address Vern, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL BUSINESS for sale. Elevator 12,000 bus. capacity located in the corn belt of Illinois on I. C. with free switching to the Wabash and C. & E. I. Coal business of 2,000 tons annually. Will sell at a bargain. This will bear closest investigation. All located in a town of 4,000. County seat and 4 miles of paved streets. Address Ler, Box 11, Grain Dealers Journal Chicago, Ill.

FOR SALE—elevator, 12,000 bushels capacity, 8 room residence and new barn. Good flour and feed trade. Heart of corn belt. One warehouse and 1 corn crib, 3 dumps in elevator, 1 three pair roller mill and 1 Bowsher grinder for grinding feed, 1 cylinder corn sheller, 1 suction cleaner, 2 fanning mills, 1-40 h. p. steam engine. All in good condition. Price given on application. Address Box 4, De Soto, Iowa.

FOR SALE—A good little grain business in northeastern Indiana. Good opening for coal, hay and onions in connection. Elevator leased from railroad. We own machinery, warehouse, etc., and have pumping contract, with all fuel furnished by railroad. Our object in selling is to get our business West, where we can look after it to better advantage. This is worth investigating, as it will be sold right. Address Bers, Box 11, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

NOTE THAT your paper is something out of the ordinary and if it continues on the lines now laid out, we believe it will attract more than usual interest among members of the Grain Trade. Send for sample copy. The Grain Mans Guide Co., Decatur, Ill.

## ELEVATORS WANTED.

WANT TO RENT or buy elevator. Address, Box 154, Lesterville, S. D.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

WANTED—To rent elevator in corn belt of Illinois or will run house on joint account. Address V. H. C. Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, or mill and elevator, wanted, for good improved Illinois or Iowa farm. Address Northern, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR OR MILL WANTED in exchange for good improved farm in western Illinois. Address Iowa, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy an elevator located in Ohio, handling from 75,000 to 125,000 bushels of grain a year. Address Rush, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY—An up-to-date elevator of 15 to 25,000 bus. capacity; western Ohio or eastern Indiana preferred. Address Box 242, Cardington, Ohio.

WANTED TO LEASE Indiana or Illinois elevator with buying privilege, located on Big Four, I. C. or L. E. & W.; none considered doing less than 125,000. Address Lock Box 4, Sidney, Ohio.

ELEVATOR WANTED—Will exchange good Eastern Nebraska quarter section land for good elevator in Nebraska or Iowa. Address Ott, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—in central or western Indiana; must be in good condition with plenty of business. Give full particulars first letter. Address A. B. Cohee & Co., Frankfort, Indiana.

ELEVATOR WANTED in North or South Dakota in exchange for an A 1 quarter section of land in Pierce County, N. D., 4 miles from town. Value, \$3,000; or will sell. Address Lock Box 314, Edmore, N. D.

ELEVATOR WANTED in southwest Minnesota, northwest Iowa or eastern South Dakota in exchange for 240 acre improved farm in Lincoln County, Minn. Address Charles Murphey, R. F. D. 2, Taunton, Minn.

WANT TO LEASE with purchase privilege an elevator in good repair; also actively engaged in handling grain, or will buy or lease ground for erection of elevator. Address W., Box 10, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

WE WISH to congratulate you on the way your Magazine is progressing. Think your idea is a good one. Send for sample copy. The Grain Mans Guide Co., Decatur, Ill.

WANTED the account of large western mill for flour and mill feed; also shippers of mill feed, corn and oats on brokerage for Pittsburgh and Western Pennsylvania. Address Pitt, Box 12, Grain Dealers Journal, Chicago, Ill.

**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

LIGHTNING GASOLINE ENGINES. Simple and durable 3 to 25 h. p. Hay Press Co., 459 Mill St., Kansas City, Mo.

FOR SALE—5 h. p. steam engine; good repair; automatic governors. Will sell cheap. E. Simpson, Versailles, Ill.

HORIZONTAL GASOLINE ENGINES, new, 2 h. p. \$95; also 2½ h. p. Weber, used 10 days, \$75. H. Pittenger, 22 So. Canal St., Chicago, Ill.

FOR SALE—A Struthers-Wells gas engine with extra valve chest and igniter. Too small for our work. Address Eagle Brass Works, Detroit, Mich.

STEAM ENGINE, 12 x 24, new, drop cut-off valves. Economical. GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

GASOLINE ENGINES—SECOND-HAND 6 H. P. Fairbanks; 10 H. P. Howe; 2-4 ½ H. P.; Steam 2 to 200 H. P.; write us your needs. WE BUY and SELL EVERYTHING. Harris Mch. Co., Minneapolis, Minn.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—1-12 h. p. steam engine; several sizes of marine and stationary gasoline engines; 1-6 x 4 x 6; 1-10 x 7 x 12 and 1-12 x 8½ x 10 Duplex steam pumps; all in first-class shape and at bargains. Enterprise Machine Co., Minneapolis, Minn.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition. DAVIS-JOHNSON CO. 9 S. Canal St. Chicago, Ill.

**ENGINES AND BOILERS.**

FOR SALE—One 25 h. p. gasoline engine; one 54 x 14 horizontal tubular boiler. Address Box 614, Monticello, Indiana.

FOR SALE—One 60 in. x 16 ft. 42-4 inch tubular boiler; 14½ x 20 cylinder Atlas engine. Cheap. W. M. Alexander, 912 N. Main St., Rushville, Ind.

FOR SALE—The boilers, stones belting and shafting of New England Mills; to close an estate. Address E. B. Harts, Atty., Hartford Bldg., Chicago, Ill.

**MISCELLANEOUS.**

IT IS one which every Grain Dealer should have in his office to read at idle moments. Send for sample copy. The Grain Mans Guide Co., Decatur, Ill.

THE BEST one published. Serves the purpose better than any other publication we have ever seen. Send for sample copy. The Grain Mans Guide Co., Decatur, Ill.

**MACHINES FOR SALE.**

FOR SALE—One Marseilles Portable Elevator and Wagon Dump. E. I. King Co., Logan, Kans.

ALL THE MACHINERY for sale in a 50-barrel Case mill, including rolls, etc. Fred Schlientz & Sons, Brookville, O.

FOR SALE AT A BARGAIN one No. 3 Victor corn sheller in good repair. Address Pauls Valley Milling Co., Pauls Valley, I. T.

PORTABLE DUMP for sale. Will handle any kind of grain well and quickly. Just the thing for cribbing corn. Address Woodbury & Files, Muncie, Ind.

FOR SALE—4 Marseilles portable grain elevator and wagon dumps slightly used; also grain shovels. At a bargain. Address Harris, Scotten Co., 37 Board of Trade, Chicago, Ill.

SPECIAL BARGAINS in shellers, cleaners, cob crushers, feed and attrition mills, dust collectors, separators, scourers and oat clippers. Write for circular No. 24. Address A. S. Garman & Sons, Akron, O.

NEW INVINCIBLE oat clipper in perfect condition, 200 bushels per hour; scarcely used. Also second-hand Western corn and oat cleaner, 1,500 bushels per hour; good condition for sale. Address Kirkpatrick, Lackland & Co., Che- noa, Ill.

FOR SALE—Monitor separators—several sizes; one magnetic separator; also 3 48-inch Bartlett & Snow French burrs. In excellent condition. Will sell separate. Write for list of machinery. Correspondence solicited. Address W. S. Richards, 334 Luck Ave., Zanesville, Ohio.

BARGAINS in good second-hand machinery; 1 iron tank for elevator leg 4 x 6 x 4; 1 Victor warehouse sheller; 1 adjustable boot 18 x 13; 1 iron pulley 40 inches diameter, 8 inch face; 1 iron pulley 42 inches diameter, 13 inch face; 1 sprocket wheel 44 inches for 67 chain; 1 sprocket wheel 36 inches; 1-10 inch turnhead; 1 set wagon dump irons; 1-15 horse Watkins gasoline engine. Address Wittman & Ehmke, Pioneer, Iowa.

**MISCELLANEOUS FOR SALE.**

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

LEATHER BELT, first class condition; 36 inches wide and 60 feet long, for sale cheap. Address S. Krug, 167 Dearborn St., Chicago, Ill.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

**MISCELLANEOUS.**

WE THINK this is a valuable Magazine for the Grain Trade and consider each copy worth the price of the Magazine for a year. Send for sample copy. The Grain Mans Guide Co., Decatur, Ill.

**HELP WANTED.**

MAN WANTED—To take charge of elevator; one that can oversee running machinery and one who understands steam engines; must be good all around man and best of references. D. A. Baker, Butler, Ind.

WANTED—Competent man as superintendent and foreman on grain elevator construction. Position temporary until ability has been demonstrated, then permanent if satisfactory; also want experienced draughtsman and engineer in office. Address Fred Friedline, Arch't & Eng'r, 255 LaSalle St., Chicago, Ill.

WANTED—Salesmen to sell the well-known BLATCHFORD'S CALF MEAL, HORSE, CATTLE & POULTRY FOODS, etc., to the Country Flour & Feed Dealers, etc.; 25 per cent commission first month, then salary. Address J. W. BARWELL, BLATCHFORD'S CALF MEAL FACTORY, Waukegan, Illinois.

ELEVATOR or mill men wanted—We have on our list several mills and elevators owned by non-residents who want to put them in operation, and we wish to correspond with elevator men, millers, managers, office men and bookkeepers who are interested in a good elevator or milling proposition. Address Iowa Mill Brokers, Independence, Iowa.

GRAIN BUYER WANTED—Good all around man, capable of running steam engine and taking full charge of a country elevator business; also to raise poultry on shares when not employed in the elevator; must be one, who is not afraid of living in the country; best of references required; good opportunity for the right man. Address Postal, Box 12, Grain Dealers Journal, Chicago, Ill.

**MISCELLANEOUS.**

IT IS a money maker and money saver. Send for sample copy. The Grain Mans Guide, Decatur, Ill.

YOU ARE giving us good sound information. Send for sample copy. The Grain Mans Guide Co., Decatur, Ill.

IT IS FILLED with lots of information that is particularly valuable to the Grain Trade and allied interests. Send for sample copy. The Grain Mans Guide, Decatur, Ill.

VENTILATE YOUR EAR CORN: No matter how perfectly your corn keeps on the outside of the crib, it will keep better in the middle of the crib if you use Beale's Patent Movable Corn Crib Ventilators. Just the thing to make No. 2 corn. Reasonable terms. Address N. S. Beale, Patentee, Tama, Ia.

**PARTNERS WANTED.**

PARTNER WANTED—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.



## SITUATIONS WANTED.

POSITION WANTED as manager of line grain houses or lumber yards. Best references both lines. Address S. I. D. Box. 12, Grain Dealers Journal, Chicago.

POSITION WANTED—As engineer or mechanical supt., by man of 25 years experience in grain elevators. Address W. L. Harvey, 919 W. 53rd St., Chicago, Ill.

POSITION WANTED—Any one who is looking for a foreman and a hustler with experience in the grain trade will do well to address Lock Box 526, Paulding, Ohio.

SITUATION WANTED—To run grain elevator in the Dakotas or Minnesota; had two years experience can give best of reference. Address C. M. Dale, Browns Valley, Minn.

POSITION WANTED with grain firm as manager and buyer at station or bookkeeper and general office man. Good references. Address Mon, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by young man either at clerical work or as manager of station. Am a graduate of the Gem City business college and have had considerable experience handling a station. Best references. Address G. O. Seaton, 1109 Main St., Quincy, Ill.

EXPERIENCED BOOKKEEPER and stenographer wants position with some reliable milling or elevator firm; have had five years experience in the grain and milling business in Ohio, Indiana and Nebraska. Can furnish good references. Address Gar, Box 12, Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

LIGHTNING SCALES, Hopper, Wagon, Pitless Dormant, Portable. K. C. Hay Press Co., 459 Mill St., Kansas City, Mo.

SCALE FOR SALE. Fifty-ton Howe track scale and platform timbers complete. Fine order; a margin. Address The Detrick Milling Co., Tippecanoe City, Ohio.

FOR SALE—8x22, 6 ton Fairbanks standard scale, bearings re-sharpened, re-sealed and guaranteed correct; \$50. Address The Musgrave Scale Co., Des Moines, Iowa.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

## MISCELLANEOUS

WE THINK your frontispiece "Harmony" fine. You are nothing if not original. Some people always copy, but you seem to lead in original ideas. Send for sample copy. The Grain Mans Guide Co., Decatur, Ill.

## SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER, TIMOTHY, RED TOP, ORCHARD GRASS SEED, etc., wanted in carloads. Address Wm. G. Scarlett & Co., Baltimore, Md.

CLOVER SEED WANTED. Mail samples. Car lot or less. Will try and deal. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Fancy alfalfa, large German millet, amber and orange cane seeds in new bags, car lots. Send samples and quote delivered prices for February shipment to Ennis, Texas. Ennis Grain Co.

## GRAIN WANTED.

HOT CORN—We have a good market for hot corn. Wire us for bid. The Larrowe Milling Co., Produce Exchange, New York.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

## MILLS FOR SALE.

FOR SALE—\$2,500 model steam feed mill, 40 bags feed per hour. Plenty of business, railroad town. Address F. Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One of the best 200 bbl. flour mills and elevator in middle western Kansas. Best reasons for selling. Address Lock Box 353, Russell, Kans.

FOR SALE: a 75 bbl. roller mill with elevator of 20,000 bushels capacity on Monon R. R., all in first class condition. Good grain country. Write for further information. Address J. A. Low & Son, Bainbridge, Putnam Co., Ind.

## Results Follow The Ad

We have sold out. Your Journal did it.  
McCREA & VLEREBOME, New Holland, Ohio.

## SEEDS FOR SALE.

KAFFIR CORN, MILLET AND CANE a specialty. Write for prices. J. G. Peppard, Kansas City, Mo.

SEEDS FOR SALE—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for Prices Missouri Seed Co., Kansas City, Mo.

SEEDS BOUGHT AND SOLD. Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

## GRAIN FOR SALE.

CORN, MILO MAIZE, KAFFIR corn and peanuts for sale. Address R. J. Bishop, Gage, Okla.

CORN, KAFFIR CORN, cane seed and hard milling wheat for sale. Get our prices. Address L. H. Powell & Co., Wichita, Kans.

## HAY WANTED.

HAY and STRAW consigned to us receives our personal attention at Chicago or Milwaukee. Give us a trial. W. J. Armstrong Co.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY WANTED—Can use 100 to 200 cars No. 2 and No. 3 timothy hay; also 100 cars threshed timothy hay. Give me a trial. Leo McDaniel, Commission Merchant, 613 Ohio St., Cairo, Ill.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and <sup>50</sup>/<sub>100</sub> Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

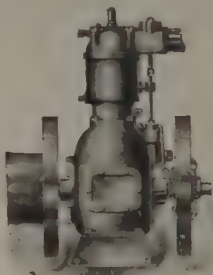
bus.

State.....

## The Marinette Special Gas and Gasoline Engine

is adapted to any kind of power service, and especially for elevator work.

Simple  
Economical  
Reliable



Saves  
Time and  
Money

### Read What Others Say

Mr. W. M. Bartlett, Des Moines, Iowa.

Dear Sir: Your letter at hand and contents noted with care. We are using an eight-horse Marinette engine in the elevator here and I am glad to say it is giving entire satisfaction in every respect. It has the most power of any eight-horse power engine I ever saw, and uses less gasoline. I can elevate into the car 1500 bushels of wheat with one gallon of gasoline.

The engine was put in use here last December and has not given me one minute trouble up to date, and it is so simple and easy to run, I don't think I will ever have any trouble.

Yours truly,  
CLINT SMITH, Agr. V. pulke Gr. Co., Shickley, Neb.

Maybe catalog "D" will tell you something about gas engines that you never knew before.

**MARINETTE GAS ENGINE CO.**  
CHICAGO HEIGHTS, ILL.

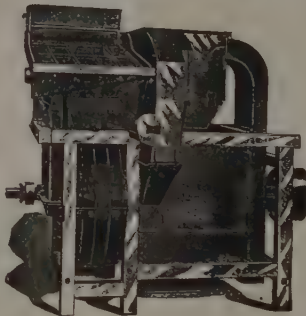
Agents in all Principal Cities.

## A MERRY CHRISTMAS

— And a —

## Happy New Year

Is assured to all  
users of



**Invincible  
Grain  
Cleaning  
Machinery**

They are money makers  
and money savers  
and embody the following vital points:

Require little power, capacity greatest for power and space used, well made, giving long life to machine, require little attention and turn out best quality of work. Made of wood or iron and steel. It is to your interest to investigate these machines.

**Invincible Grain Cleaner Co.**  
Silver Creek, N. Y.

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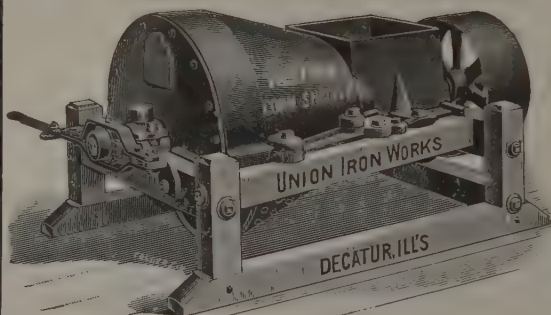
Geo. J. Noth, 406 Traders Bldg., Chicago, Ill.

Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.

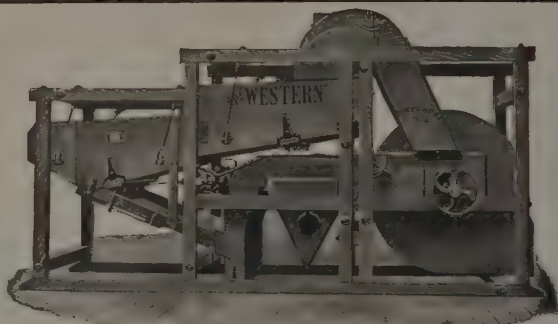
J. N. Bacon, Balcherne Block, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

**Do You Intend to Build an Elevator this Season?**

If so, correspond with or see the

**UNION IRON WORKS**

DECATUR, ILL.

*Plans to Suit Each Location by a Licensed Architect*

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES



## GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

By the

**GRAIN DEALERS COMPANY**

255 La Salle St., Chicago, Ill.

*Charles S. Clark, Manager*

### SUBSCRIPTION RATES

To the United States, Canada and Mexico, One Year, \$1.50; Single copies, 10 cents.

To Foreign Countries within the Postal Union, postage prepaid, \$2.50 per year.

A Red Wrapper on your Journal means your subscription has expired.

### ADVERTISING RATES

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. Gold marks signifying quality of circulation have been awarded the Grain Dealers Journal by the American Newspaper Directory.



### LETTERS

on subjects of interest to those engaged in the grain trade, and trade news items, are always welcome.

Entered at Chicago, Ill., Post Office as Second Class Matter.

CHICAGO, ILL., DECEMBER 25, 1905.

PLUGGING cars is very distressing after you are discovered.

NEARLY time for Kansas City's big bucket shop to move around the corner and change its name.

OVERDRAFTS do not bring joy to the receiver in these days of delayed shipments. Put yourself in his place and think it over.

NEARLY time for another midnight tariff. Of course the railroads will deny any such intention but their freight solicitors want business.

DOUBLE grain doors are none too much for the large cars. It is your grain and to your interest to make sure all of it arrives at destination.

THE TIME is at hand when you should turn over a new leaf, cover both sides of it with your grain trade griefs and send it to the Journal for the information of your brother dealers.

CORN CRIBS are twice as expensive as they were last time country dealers had use for them, hence many will try to avoid the erection of new cribs by shipping as early as possible.

CINCINNATI will start the new year with an official Chamber of Commerce Weighing Dept. Shippers will promote their own interests by demanding official weight certificates.

FREQUENT inspection of your scales would prevent their weighing against either yourself or your customers. Can you afford to have your reputation for fair dealing clouded by defective scales?

SOME buyers are still taking 80 pounds of ear corn for a bushel and the shell out proves they are not taking too much. You may buy water at corn prices, but you can not sell it at such an extravagant figure.

MILLERS prefer to buy wheat from country elevator men and generally will pay them a premium because they know that few of them have the material, facilities or skill to produce marketable mixtures. They ship the wheat as they get it from the farmers and generally get a premium for virgin grain when not sold on track. Some central market receivers have a line of miller customers who keep them in

touch with their needs, so that they are on the lookout for supplies and can often market the country elevator man's stock to great advantage if they have a large sample and knowledge of the quantity.

PERUSAL of country newspapers shows that elevator men have not forgotten the possible profit they can realize on their cobs, as their announcements show them to be willing to deliver cobs at 75 cents to \$1 per load.

REPORTS of frozen water jackets are reaching us and in nearly every case considerable damage is done, all of which is unnecessary. With the use of calcium chloride solution or a deep well and a pump, permanent relief can be obtained from this trouble.

SHIPPERS who load their corn into refrigerator cars may invite damage suits. Last week a Chicago elevator superintendent and a grain sampler who entered such a car were overcome by the fumes arising from the heated corn and had to be carried out.

THE CORN shipper who hesitates to install a good cleaner must be very near sighted or inexperienced. Each season shippers lose heavily because their corn grades off on account of dirt and cobs and many lose more than the cost of the most expensive cleaner made.

GET after your representatives in Congress, and keep after them until the recommendations of the President regarding the regulation of freight rates are enacted into law. Then will the shipper who is not favored by carrier have some chance of doing business.

SULPHURING grain is an awful crime when done by an elevator man who sells you sulphured grain without your detecting it, or by one who is attempting to compete with you, but when one finds it advantageous to improve his grain by purifying it, well that is quite different.

SHIPPERS who are now keeping a record of outturn weights by elevators where their grain is unloaded, find that some houses are very heavy dockers. If every shortage was reported to the weighmaster at the terminal where unloaded, he would soon unearth the trouble and correct it.

WHEN shipping to a central market insist upon having an official certificate of weight. You are entitled to such weights and the official weighmen who are working for correct weights are entitled to the encouragement. By allowing slack methods to gain possession of your business you encourage laxity in others.

BUYING grain by grade is the only correct way, in fact the only way you can afford to buy if you are dependent upon your grain business for your living. You have to sell by grade whether you wish or not. Accepting all grain the farmer brings as No. 2 or No. 1 does not raise you in his estimation or increase your bank account.

GRAIN RECEIVERS, when in doubt regarding the size of a car or the amount of grain it contains, can, by consulting the Official Railway Equipment Register, learn whether they are paying a draft on a flat, a gondola, or a stock car and whether on a 30,000 or a 100,000 pound car. The detection of forged Bs-L and overdrafts can be greatly facilitated by using this book for reference.

ELECTRICITY as a means of transmitting power and air currents as a means of conveying grain are two new factors which give promise of participating more largely in the work of the grain elevator than ever. Engineers who have figured closely on these propositions estimate that the expense in either case will bar the extensive use of either until improvements have been made which will reduce the initial power requirements.

WITH this number the Grain Dealers Journal completes its fifteenth volume. We have tried to make every number of special value to our many readers and judging from our large paid subscription list, our efforts have not been in vain. Grain dealers are reading more trade literature than ever before and keeping posted to their own advantage and profit. It is our aim to publish everything relating to trade matters which may be helpful to dealers. If at any time you wish information on any subject of interest to the trade you will confer a favor by letting us know of it.

SOME country elevator men are still so anxious to get grain they recklessly advance money to farmers and give free storage regardless of the car famine. All admit the folly and burden of such practices yet claim, "My competitors do it, so I must follow suit or lose the business." How very much these competitors have to gain by getting acquainted.

IT IS our earnest wish that you may be so thoroly satisfied with the year's business and so perfectly contented with your lot you will readily enter into the day's celebration with the true Christmas spirit. May your expressions of cheer and good will be supported by so much earnestness and zeal that its reflection will fill you with broader human sympathies and greater happiness. May your business literature for the coming year be so helpful as to assist you to even a larger measure of success than ever.

THE power plants of most of the grain elevators being erected today are installed in fireproof structures adjacent to the elevator proper. This effects a reduction in the fire hazard and the insurance rate. Some elevator men have gone even farther than this and installed a force pump in the engine room so that it can readily be attached to the engine should a fire occur in the elevator. Convenient fire fighting apparatus has saved many buildings.

WONDERFUL how very many letters patent are issued by the Commissioner of Patents on devices which are not worth the time it takes to mention them. The reason so many inventors design and patent machines and devices long since discarded by the trade as useless is they do not take time to read or travel and get in touch with present day needs. The man who does not keep posted, pays for his ignorance with mis-directed effort if in no other way.

KANSAS millers seem to be much enraged by the careless work of the inspectors at Kansas City. At a recent meeting one of their Wichita members declared that the grade numbers had become meaningless and the inspectors would pass anything presented. If the rules were established according to the percentage system and mechanical devices adopted for schooling the inspectors in their work the grading would be nearer uniform even tho every inspector were a political appointee.

SEVERAL track buyers are now paying a small premium for grain which grades better than the track sale called for, still shippers are not satisfied, and insist, with considerable show of reason, that they are entitled to the full market difference when their shipment grades better than the grade called for in the track sale contract, because the buyers always discount them the full market difference when their grain grades below the specified grade. We will be pleased to have your views on this question.

SHIPPERS who sell on track for early delivery should not overlook the fact that the movement of trains is likely to be handicapped by snow, ice and low temperature at any minute. Up to the present writing the railroads have not been encumbered by the Ice King. It has been an easy matter to keep up steam and they have moved freight without any hindrance from the elements. Low temperature or snow is sure to increase the difficulty of moving grain and reduce to a minimum the probability of your being able to fill your contracts.

SO MUCH discrimination by the railroads has been exposed to the public gaze that finally they have voluntarily agreed to combine in a vigilant war on rebates even to the extent of detecting and reporting offenders to the Interstate Commerce Commission and to helping in the prosecution. It is too late to check the country's demand for rigid regulation of railroad rates, so it is to be presumed that the railroad officials are prompted by a sincere desire to maintain uniform rates, to give all shippers an equal chance to continue in business. May we expect any of the railroads will ever reduce their capital stock and bonded indebtedness to a figure near the true value of the property on which it is based? The life insurance leeches have given up part of their incomes. How long must the people be taxed to pay dividends on water in railroad stocks?

## PRIZE CORN CONTESTS.

The Iowa Agricultural College will soon hold its annual corn judging contests, and the work of educating the farmers in the selection and seeding of superior corn will be extended into new fields. It is expected that this year's contest will attract more attention and arouse more interest among corn growers of the state than any held previously. In addition to the prizes offered by the Corn Growers Ass'n, grain dealers of different sections of the state are encouraging their farmer patrons to participate in the contest by offering extra prizes for corn grown in their territory which captures any of the prize money at Ames.

The Corn Growers Ass'n of Illinois is also helping along the good work and some of the grain dealers of the state are holding local contests of their own and offering generous prizes. The more contests of this character held by the grain dealers and the more earnest effort made by them to interest farmers in the selection of the best seed obtainable the better will be the quality and the greater the quantity of the grain marketed at their elevators.

The larger the measure of the farmer's success in gathering good crops, the better will he be content to confine his efforts to his own special line, and the more assistance and encouragement given him by the grain dealers, the more successful and the better satisfied will both be. Supplying superior seed of pure variety by the dealer at cost will invariably result in a larger crop for his farmer patrons and fewer discounts on his shipments.

## THE NATURAL SHRINKAGE OF SHIPMENTS.

Country grain shippers have long suffered because of a varying opinion among terminal elevator men as to what is the natural shrinkage of a carload of grain in handling it thru a terminal elevator. The Exchanges of some markets have refused absolutely to permit the elevators to dock receipts to allow for shrinkage in the future handling of the grain, but other markets continue to allow a small shrinkage although it is clearly recognized by all that the terminal elevator man is not entitled to it. The shipper seems to be somewhat of a helpless mark upon whom they feel free to prey without hesitation.

The claim agents of the western railroads have also discovered the willingness of the country shippers to stand for dockage, hence they have established the natural shrinkage of a car of grain in transportation, by resolution adopted at a recent meeting in this city. Henceforth, the claim agents of the railroads will expect every shipment to shrink at least  $\frac{1}{2}$  of 1 per cent, which is but natural and provided for in their resolution. If shipper is so fortunate as to get all of the grain he places in the car delivered at destination, then they will insist upon his paying freight for the full amount delivered. The natural shrinkage rule does not apply to the freight bills.

So, should shippers prove willing to stand for this latest steal, the claim agents will dock  $\frac{1}{2}$  of 1 per cent from any shortage claim filed with them, regardless of whether it be just or not, and should the car be completely destroyed they will pay for some of it, but always insist upon deducting at least  $\frac{1}{2}$  of 1 per cent from the claim. If your claim does not exceed this "natural shrinkage" it will take unusual pressure to secure even an investigation of its merits. Shippers may think this is autocratic extortion but they must submit to it, unless they can make a united protest, vigorous enough to shake the claim agents from their purpose.

In the light of the wisdom of the claim agents it is pleasing to know that one large western shipper, last year kept a record of the shortages on 3800 cars sent to five different markets. This shipper has first-class scales which are inspected frequently and kept in perfect working order. The average shrinkage on each car, as shown by last year's record was 106 pounds. After deducting the shortage claims allowed, and the losses on cars reported to have arrived at destination in bad order, the average shortage was reduced to 45 pounds. A partial record of this year's business by the same shipper shows an average shortage on 1400 cars of 91 pounds. After deducting the shortage claims allowed and the shortages on



cars reported to have arrived at destination in bad order, the average shortage was reduced to 47 pounds per car.

In the light of these actual experiences it would seem to be in order for the wisacres presiding over the claim departments of the western railroads to call a special meeting and amend their resolution to provide that, "there is no such thing as natural shrinkage of grain when honestly and carefully handled."

However, unless the shippers of the West make a vigorous protest nothing of this kind will be done. On the contrary they will be expected to stand for the shrinkage established by resolution.

## PROFITABLE CLIPPING.

Occasionally we hear of a country shipper who complains of his inability to realize any profit from clipping his oats, but he makes no effort to investigate why it is so. He knows that many country shippers and operators of cleaning houses, realize large profits from the operation of clippers, hence the logical conclusion is that the operator of a country elevator, who is unable to realize a profit from clipping does not understand the business, and has much to gain by experiment and observation.

All operators do not handle their oat clippers in the same way, nor do they treat the grain the same. There are different ways of arriving at the same point on the road to success in the clipping business. It is a comparatively easy matter to adjust the clipper so as to clip more or less as is desired. The adjustments needed depend not alone on the work it is desired to do, but also upon the condition of the grain to be handled, as a few experiments with very dry and with very damp oats will disclose. The weather also has an influence upon the result and must be taken into consideration.

The elevator operator who ignores the amount of shrinkage is very likely to burn up more than his profits in a very short time. One Chicago operator, with more money than experience in the operation of clippers, used a strong fan to blow \$72,000 into his furnace and then wondered where it went. Of course the machines were to blame.

Some operators prevent shrinkage by running the light or false oats which are taken out by the separator back into the heavy clipped oats. Then too some clippers seem to permit of such fine adjustments as to reduce the shrinkage to a minimum. The terminal elevator men have no monopoly of mechanical ingenuity, hence it should be easy for country elevator men to learn how to operate a clipper with profit.

## GRADING OF NEW CORN.

Many track sellers are suffering heavy discounts because their shipments of new corn will not meet the requirements of No. 3. One eastern Iowa shipper is credited with having lost \$800 on fourteen cars and no doubt many other shippers have also suffered heavy losses.

Chief Grain Inspector Heyl at Omaha reports that up to the 18th inst. about 25 per cent of the new corn had been graded 3 or better, 70 per cent No. 4 and 5 per cent No Grade.

Chief Inspector Davis at East St. Louis reports the grading of new corn for the same period in that market to have been 760 cars No. 3, 200 cars No. 4 and 15 cars No Grade.

Chief Inspector Barnard, at Minneapolis reports receipts for the same period of 159 cars of new corn most of which was graded No. 4 and No Grade.

Chief Inspector Cowan at Chicago reports receipts from Nov. 1st, to Dec. 18th to have been 124 cars No. 2 yellow, 32 No. 2 White, 3915 No. 3 Yellow and 1717, 3 White; 127 cars of No. 2, 1927 of No. 3, making a total of 7842 of 3 or better cars of new corn received on this crop. During the same period 4562 cars were graded No. 4 and 1911 graded No Grade. In other words about 45 per cent of the new corn has failed to meet the requirements of the track buyers.

Much of the Iowa corn arrives in the Chicago market cool, but so damp that the kernels almost stick one to another.

Much of the corn arriving at Toledo and the eastern markets has been hot.

There is no doubt that in many sections country buyers have been entirely too liberal in the grading of their receipts which has naturally led to heavy losses. In some sections of Iowa the opinion prevails that owing to the corn standing in the field so long without a killing frost the moisture has been fed to the kernels in excess of its needs and resulted in deterioration. Many cars have arrived so damp inspectors were unable to push their triers into the grain to obtain a sample.

It is to be greatly regretted now that shippers have a large crop to handle they should be so hasty in marketing it as to reap a harvest of heavy losses, where profits were needed and eagerly sought. Some shippers who made sales for early December delivery were blessed in that they were unable to obtain cars, and now admit that they were too hasty in contracting for early deliveries.

Shippers will surely be more careful in handling the balance of this crop and no doubt those who have suffered loss will wait until sure the grain is in marketable condition before making any sales.

## ELEVATOR ALLOWANCES.

The Interstate Commerce Commission in its recommendations to Congress for the amendment of the Interstate Commerce law calls attention, as did the President, to the allowances granted favored elevator men in central markets. The practice is surely a rank discrimination against the competitors of these firms who are not so favored.

By right every freight carrier should provide freight depots for the handling of freight, in the form transported by it, at every station. If the carrier does not see fit to provide depot facilities on its own account then it should arrange with some one to operate such a depot for the use of the public. All package freight is cared for at points of shipment and destination by agents of the carrier and warehouses are provided to store it until called for by the consignee.

Grain constitutes a large percentage of the freight of many western lines. In fact the revenue obtained from it is many times that of package freight, hence the railroads can well afford to provide even better facilities for handling it than it does for ginger snaps and other small shipments.

## THE LESSON OF THE YEAR.

The lesson of the year now drawing to a close, as ever, must impress itself most deeply upon he who reads much and closely of current events in the business world. The shocking exposures of breaches of trust and wrong doing in the highest places of business and government may prompt a few pessimists to scoff at the honesty of the business world, but every honestly disposed merchant involuntarily adopts more rigid rules for the guidance of his business.

Grain dealers as well as other merchants fearful lest they too stray from the straight path of honest dealing more earnestly aspire to higher business ideals, and each expects to find a higher standard of business character in his fellow merchants. The lust for enormous wealth, all are grieved to learn, has led many men who stood high in the estimation of the American public from the path of rectitude. They have fallen never to gain even a mean respect again.

The new year will find us on a higher plane of business integrity and possessed of a stronger stimulus for right methods, for all of which the fallen have paid a fabulous price. The grain trade has not furnished one exposure of graft, jobbery or dishonesty, and no failure has been traceable to dishonest motives or unfair methods, still the members of the trade need and we believe have a stronger, firmer confidence in themselves and in one another. The old day of narrowness and suspicion is giving way to a broader fellowship and a more sympathetic regard for the well meaning of competitors. You surely have a keener desire for a more exacting code of business ethics if you have read the lesson of the year aught.





## New Fire-Proof Transfer Elevator at Indiana Harbor.

The very fact that fully 85 per cent of the terminal storage and transfer elevators erected during the past year have been of fire-proof material shows conclusively that owners of this class of elevators consider them by far the cheaper in the long run. A few wood elevators have been constructed at terminals but their number is small and from present indications fewer will be built hereafter.

The Lake Shore & Michigan Southern Ry. Co.'s new transfer and cleaning elevator at Indiana Harbor, Ind., is an entirely fireproof plant. The foundations for the buildings are all of concrete, and the heavier buildings all rest on pile foundation. The working house is 64x84 feet on the ground and is divided into 45 bins with a total storage capacity of 300,000 bushels. This is a steel structure with outside enclosing walls of brick and tile, and all floors and roofs of fireproof tiling. On each side of the building is a track shed 48x98 feet for receiving and shipping grain.

The storage house consists of 15 tile grain tanks in three rows of five each. The intermediate spaces are also used as bins. Under these tanks are three tunnels in which the belt conveyors are placed and operated, and over the tanks are two conveyors connected with the working house by steel covered bridges. The storage capacity of the tanks is 227,000 bushels.

The working house contains six 100,000 lbs. hopper scales and six garnerers over same of equal capacity. At each side of the working house are three receiving tracks with two receiving hoppers for each track, making twelve in all. The grain from cars is discharged to these hoppers and carried on conveyor belts to the receiving legs; each receiving hop-

per being entirely independent of every other except that each set of three is served by one conveyor.

The house is equipped with four stands of receiving elevators and two of cleaning and shipping, with a capacity of 10,000 bushels each per hour. The cleaning machines consist of three No. 11 Monitor Oat Clippers, one Monitor Aspirator, two No. 9 Monitor Compound Shake Separators.

The power house which is equipped with three boilers 72x18, 2 boiler feed pumps, heater, twin Corliss Engine 18 x 42, electric light engine and generator is constructed of brick with tile roof on steel frame work. The smoke stack is also of brick.

The transmission machinery is of the latest design and each and every machine is furnished with friction clutch so that it can be started or stopped at the will of the operator.

The house is provided with car loading spouts so that all six scales can be used at one and the same time for loading out if desired, thus making it both for receiving and shipping a very rapid working house and fully up to date in every respect in regard to equipment and arrangement.

The elevator was designed and erected by The Barnett & Record Co., and will be operated by Bartlett, Frazier & Carrington. It has a grain purifier in connection and there is some talk of a drier being installed.

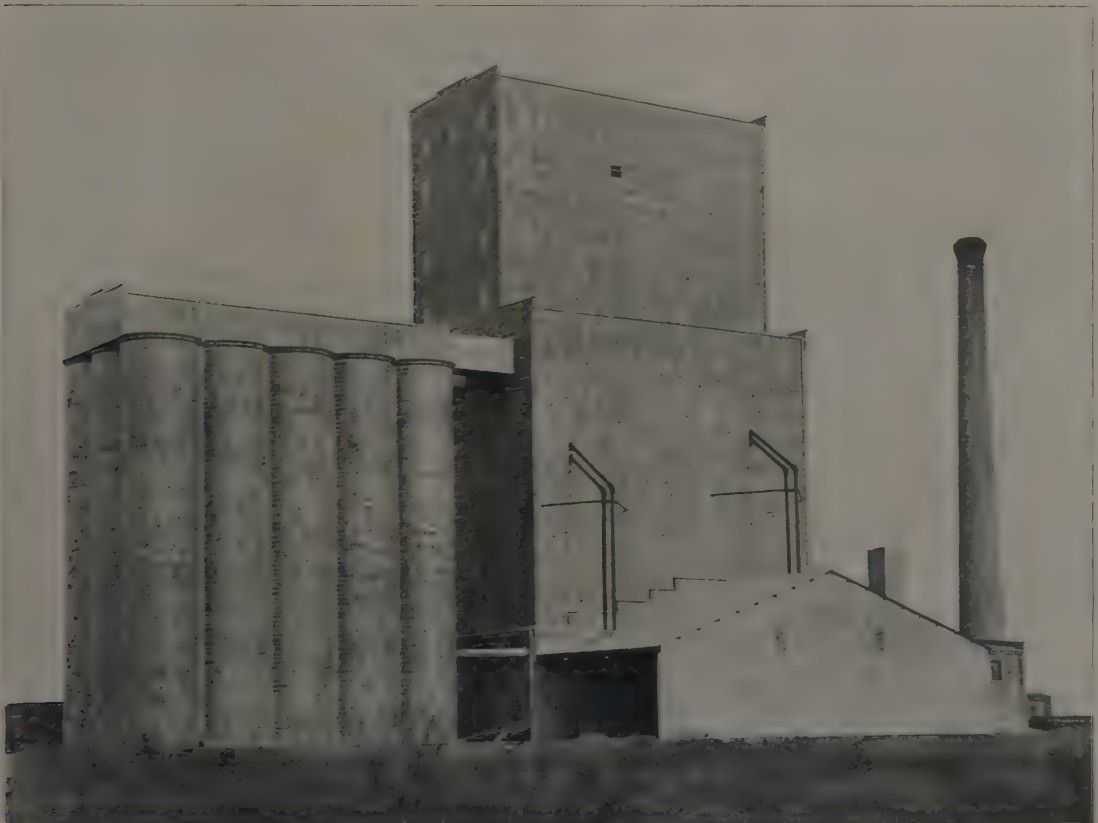
### Could Not Wait.

The following correspondence recently passed between a Pittsburg grain dealer and an interior retailer:

The Retailer—"Please ship me a mixed car of oats and corn same as last."

Pittsburg Dealer—"Cannot ship any more until the last car is paid for."

The Retailer—"Cancel the order. Can not wait so long."



The New L. S. & M. S. Ry. Elevator at Indiana Harbor, Ind.

*A Christmas in Grain City.*

BY MYRTLE DEAN CLARK.

"So this is Grain City," said Myra Davis as she ruefully watched the receding train leave only writhing forms in black and white behind.

"I think the railroad should at least have side-tracked a drawing-room car here to 'make good' the name of city," she added good humoredly, "for Tom, I see, a waving ocean of grain, but no city."

A serious look came into Tom's eyes as he answered wistfully: "I told you, dear, that life in some of these North Dakota towns was like Rip Van Winkle's nap. You know I didn't wish to bring you—"

"But, Tom," interrupted his bride, "just think how we can sing here if we wish, with only the prairie chickens to frighten. Do you remember our Nora? She used to say 'the poor child can't niver yowl enuf in the city.' Now here we can cultivate our voices and leave the echo of a song in every stone." And Myra laughed so cheerily that Tom never dreamed what a brave little deceit it was to keep up her courage and his.

"There is our Pandora's box," exclaimed Tom with a melodramatic air and pointing to a grain elevator. "No man can foretell its issue. Its mysterious depths may hold our fortune. You may pull its leg and shining heaps of gold shall be yours,—that long spout technically is its leg, you understand?"

"Tom, this isn't a vaudeville stage, and it's boorish to explain jokes, but I hope our elevator may hold gold from head to boot."

As Myra walked down the main street of Grain City, and if truth be told the only street, she was the cynosure of every pair of optics in the town. Every woman commented on her gown and appearance, while the men assented to the remark of the town politician, "Pears like No. 4 brought in a whiff of roses."

By the time the young couple had ascended the outside stairs which led to their home above the bank, every babe in the town knew of their advent.

There are periods when one's attitude of mind enables one to find the purple tints of the mud, and such was Myra's as she viewed the bare inartistic home of four rooms to which Tom had brought her.

As they crossed its threshold he kissed her just to try that oriental custom of insuring domestic felicity, and within an hour Myra's mind had changed and furnished that home to please a Ruskin.

If an education be a true one it not only makes the mind beautiful but the home as well, and Myra Davis was truly educated.

Tom Davis deemed himself the bitter jest of Fortune, that he, the popular college half-back, should have to give up school in his senior year on account of his eyes and to abandon the prospect of sufficient income to pursue his life work on account of the failure of Davis & Co., Grain Commission Merchants, was indeed a demoniac combination.

Physicians said that Tom must live outdoors and as the elevator in Grain City was about all Tom had left, he determined to find health and money under its tutelage. Here he had worked hard for a year ere he brought his bride.

He had thot Grain City a most desolate spot on arrival, but the encouraging prospects and the more material dollars had transformed it into a desert miragé in Tom's mind. Probably if Old Nick's Resort were paved with golden coin instead of golden intentions there would be fewer repentant sinners.

Business continued brisk for some time, about 150 farmers, each cultivators of large areas brot their crop to Grain City, and there were days when Myra had to go to the elevator to weigh grain.

Her life was such a monotone at home that she enjoyed the diversion, save one day when No. 4 was stopping at Grain City she flushed as she heard a brakeman designate her as the "Wheat woman," but she thot "I will not tell Tom, and it's better than being a straw woman anyhow."

There were no companions for Myra in Grain City, no

social life in which she cared to mingle and her gay, bubbling humor lost its effervescence like a bottle of champagne opened in an oven. Her homesick lonesomeness was really pitiful at times, altho when Tom was with her her realm was sufficiently peopled. Fortunately she had resources in her books and her music, but she reflected that love in a cottage would be very pleasant if she had just one congenial girl friend to whom she could confide the unsurpassable charms of her beloved.

She longed for the little stranger who makes a Madonna of every true woman, but none such came.

She reveled in the gorgeous display of prairie wild flowers, the scarlet blossoms told her their love tales and the blue one's their lullabys, and thus she dreamed away many hours in their companionship, but at other times she was restless and did not attune her ears to listen deeply enough to Nature's stories.

With Tom's increasing prosperity came beauty and art into her home with silken oriental rugs and draperies, but there seemed to be impish little figures in them which made faces at her and scampered away.

In short Myra was lonesome and did not find sufficient occupation or interests.

She was too young to realize the joys of the altruist and so she simply remained lonesome.

One October day there was 47 grain-laden wagons standing in line awaiting their turn at the scales. One farmer, who did not wish to lose his place, was being shaved and several were finding that the bottoms of their lunch-baskets were too near the tops.

During this rush a well-groomed city chap stepped into Tom's office with the question: "Mr. Davis, do you want to sell out?"

Tom was overworked and his negative reply was abrupt. "Very well, Mr. Davis, I will give you until two o'clock tomorrow to reconsider. If you do not change your mind, the stone for a new elevator will start this way by four. Good, day, sir."

"That's not the way they build post-offices in Chicago," retorted Tom. "Some union handlers of that stone will probably strike by that time. Anyhow these men, indicating the line of farmers, are my good friends and I don't intend to sell out, or be run out by any octopus or myriads of them."

Tom did not reconsider, and that week work was begun on the new elevator, and its speedy process of erection was deemed magic by Grain City denizens.

Before the sunlight was shut out of its cavernous depths



The Christmas Tree Above the Bank.



the buyer for this line-house was bidding against Tom, and shipping grain.

A young man's first large business opposition is a test of his spirit and ability, frequently the red flag for a death combat in which the opponent has the shield of law and the lance of great price.

The line-house buyer Briggs advanced a  $\frac{1}{2}$ c on wheat and so did Tom. He went up a cent and Tom did likewise. He offered the market price and Tom continued to compete with him altho the Davis bank account began to look like a castle in Spain.

At other stations where it had no competition the price paid by the line-house was low. Tom thot in despair that it was useless for an ant to fight an elephant.

In his ignorance of a good woman's nature he tried to keep his trials from Myra who thot him nervous and overworked.

She found herself brooding over the approaching Christmas-tide, with its bounty of gifts and radiant festivities at her own home where preparations had already begun tho' it was not yet Thanksgiving.

However, her reflections were quite apt to end with a defiant little shake of her head and the audible words, "Well, I am glad I married him anyhow. He's a dear, but I wish Grain City were in the middle of the ocean, and then I might see whales at least. A passing ship would be more interesting than No. 4."

One day a neighbor called to ask Myra to make tarletan stockings for the church Christmas tree, which Myra agreed to do saying, "that was more fun than making red flannel shirts for the heathen"—a statement which so shocked the caller that she stayed an hour longer "to reason" with Myra and another half hour to tell her how to make green tomato pies.

During her harangue the woman was taken ill. Myra went home with her and after a few hours found herself foster mother to a four year old little maiden whose rosy cheeks proved the healthfulness of green tomato pies. Myra was enraptured with her new charge, whose odd remarks and brand new way of looking at the world in general drove the worry-lines from Tom's face and brought back his former genial hearty laugh.

Tom was disconsolate; in despair he began to see the tide of success flow past him and himself drawn under by the octopus of greed with its tireless arms of power and money. One day he drove to the homes of the most influential farmers and explained his situation to them, showing how just as they had reaped the benefit of his fight with the line-house even so they must soon accept much lower prices than were due them when he had left the field and there was no competition.

Tom was frank and manly, and the farmers had found him honest, and it took most impregnable honesty to battle the farmers' skepticism of the honesty of the city chap.

However his argument was reasonable and had been verified in other districts, so they listened to his proposition with interest and finally with Western whole-heartedness agreed to back him. Thus it was that the Farmers' Grain Co., of Grain City, was formed with a membership of 146 farmers and Tom Davis as manager. Each agreed to deliver all his grain at the Company's elevator.

This happened the week before Christmas and Tom's spirits rose until jolly old St. Nick could not rival him in merriment.

He had been tested and men believed in him. In his pathway he had seen the dragon in whose fiery mouth the hope and spirit of many a young man had been scorched. He had vanquished it and in his exultation he wanted to get the golden fleece for his princess, so Santa Claus sent him a sealskin coat for Myra.

Myra had been very busy the past few weeks for she had to be a Jupiter mother without nature's preparations and training—the difference being that Jupiter's offspring sprang full grown and clothed from his great brain, while Myra's sprang half grown and nearly clotheless into her large heart.

So Myra was to be dressmaker, nurse, mother and answer department for this little maid of four.

She found that her next-door neighbor knew much more

about infantile stomach-aches than she, and thus they became quite friendly.

The other mothers of Grain City showed a kindly interest in Babette and Myra found her own interests broadening, for on more intimate acquaintance she found that these women had quicker sympathies and *more* practical sense and homely wisdom than she.

Tom and Myra found much to love in little Babette with her quaint ways and sayings, and as Christmas approached it was hard to tell which was the happiest of the trio.

The fun of preparing the tree, the mystery of Santa Claus, the many surprises hidden away in dark nooks, and the increased friendliness of associates made the little home above the bank ring with true Christmas chimes. For Tom had discovered Christmas joys in business success, Babette in a happy home and Myra in the heart of a child.

## In Season.

Some dangling of handkerchiefs and a sneeze or two gave evidence of the hay fever season.

"Down at the general passenger agent's office," he said, "they tried to show me some products just received from western farms, among them a bundle of giant timothy hay. It was that high (and he tip-toed and marked space with his hand toward the ceiling). You should have seen me shy away from that hay. Mercy! what if I had caught the hay fever from that!"

"Y-e-s," said she, "you can't be too careful. I really think it will not be safe for you to speak to a grass widow before the first of November."

He gave her his most freezing look.

"Oh," she snuffled, "I am looking for a frost myself."

When billing grain that is liable to get out of condition in transit, use the special B-L provided by most railroad companies for rush shipments.

## The Way to "Do."

By William Lightfoot Visscher.

See here, my friend, its up to you  
To stop and think, a time or two.  
A better way in business life,  
Than envy, bickerings and strife,  
Is fairness, friendliness and right;  
To keep your honor ever bright,  
And not to think you've got to "do"  
A man because he might "do" you.

The good Lord sends His sun and rain  
Upon the yielding fields of grain,  
Alike to all, and everywhere,  
And sets the pattern to be fair.  
But malice, jealousy and greed,  
Are tare and loss's surest seed.  
Be friends, and gain will come to you.  
Do others as you'd have them do.

Where friendly competition thrives,  
Success takes up the reins and drives;  
The road is clear and Fortune smiles;  
The song of harmony beguiles  
The way to wealth, content and joy,  
And happiness without alloy.  
And there's the way for you to "do"  
The other, just as he does you.

## "Corners" in the Grain Market.

A Simple Remedy Suggested.

BY W. J. LANGSON.



The Millers' National Federation at its last meeting suggested as a preventive of "corners" in the grain market, an extension of the territory in which elevators might be located whose receipts should be deliverable on contracts in the respective terminal markets to which such territory might naturally be tributary. Such a system, if generally adopted, would certainly be a great protection against that most demoralizing feature of the grain trade. The plan has worked satisfactorily in New York, where, under the rules of the Produce Exchange, warehouse receipts for grain in store at Buffalo may be delivered on contracts unless otherwise provided.

The most disastrous "corners" in the history of the American grain trade have occurred in Chicago, and are liable to afflict the trade there again because a larger volume of speculative trading in grain futures is done in that market than elsewhere throughout the world. Minneapolis, St. Louis, Duluth and Milwaukee have had their "corners" in times past, both recent and remote, but the amounts and consequences involved have been insignificant compared with the enormous shortages in the Chicago market that have from time to time paralyzed the legitimate grain business of the world. It is more important, therefore, that remedial measures should be applied to the Chicago rather than any or all other markets.

Prevent "corners" in the Chicago market, and the evil effects of cornering any other market will be merely local. I will admit that there is no certain remedy against any market being "oversold." That is an incident of the trade in every active market, and the result always will be an abnormal rise in prices until normal conditions are restored. But the great evil to be guarded against is the manipulated "corner," backed up by large capital. To effectually put a stop to this kind of piracy is a problem that must be successfully solved before the grain trade can be restored to public favor as a source of legitimate investment and wholesome speculation. Such conditions are the life and soul of commerce and are equally beneficial to the farmer, the merchant, the miller and the carrier.

It therefore behooves the Chicago Board of Trade, if it desires to maintain the prestige of that market, as the greatest existing factor in determining the prices of breadstuffs throughout the world, to enact and enforce such measures as shall tend to prohibit illegal and piratical trading under the protection of its charter and rules.

Nearly twenty-five years ago the Milwaukee Chamber of Commerce adopted a rule known as Section I of Rule 10 which reads as follows:

"Sec. 1.—In case any property contracted for immediate, regular or future delivery shall not have been delivered or received at the maturity of such contract the party aggrieved shall be entitled to any damages that can be shown to have been actually sustained, and shall be entitled to protect his interest by purchase or sale of a like quantity of property in open market, on or before the next regular session of the Chamber. Provided, that nothing herein contained shall be construed as authorizing extortionate claims based on values manipulated for the purpose of securing such claims."

The last sentence is the anti-corner provision which was adopted as an amendment to the rule. Since its adoption there has been no serious attempt to manipulate the Milwaukee market, but we have suffered in common with the rest of the world by manipulations of the Chicago market. As a remedy for this great evil I would suggest that the Chicago Board of Trade adopt a similar rule to the above. Also that it make warehouse receipts for grain stored in public elevators at all upper-lake terminal markets deliverable on contracts for future delivery in its market subject to such conditions as may be mutually agreed upon by the Chicago Board

of Trade and the commercial bodies of such other markets respectively.

On account of the statutory prohibition of trading in grain privileges, known as "puts" and "calls," in the State of Illinois, prominent members of the Chicago Board of Trade regarding such trading as a necessary feature of the grain trade, and not wishing to run the risk of being engaged in an unlawful business under the laws of their own state, in 1901 applied to the Milwaukee Chamber of Commerce to so amend its rules that warehouse receipts of the licensed public elevators of Chicago might be delivered on contracts for future delivery of grain in this market. The necessary changes were made in our rules, and a large business has since been carried on in this market in futures and privileges, or "puts" and "calls" without friction or difficulty. This would show that the Chicago Board of Trade, if it sincerely desires to cure the abuses that have grown up under its rules can easily change those rules to make warehouse receipts of other terminals deliverable on contracts in its markets. Grain comes from the same territory that supplies Chicago with a large share of its receipts, and its inspection and grading at the ports of shipment would doubtless be quite as acceptable to buyers as Chicago inspection. In fact there are no practical difficulties that should not be easily overcome.

Milwaukee has never had sufficient elevator capacity to accommodate properly the grain trade naturally tributary to this market, and on several occasions when our warehouses were full to overflowing, during the suspension of lake navigation, it was found necessary to use those of Racine, La Crosse, and Prairie du Chien and the Chamber of Commerce made the warehouse receipts issued at the points named current for delivery on contracts in this market, the railway companies that operated the Milwaukee elevators agreeing to deliver the grain or its equivalent here on or before a specified date. No trouble whatever resulted from this arrangement. So the remedy suggested by the Millers' National Federation was not without precedent.

As already stated, it has worked satisfactorily between Buffalo and New York, and since 1901 Chicago warehouse receipts have been deliverable on contracts in the Milwaukee market, and the chief dealers here are members of the Chicago Board of Trade. These arrangements, however, though of great convenience to the trade, have not relieved it from the disastrous results of "corners" in the Chicago market, which more than any other market on the globe stands in need of such precautionary measures as the millers of the nation have wisely suggested.

## Oats and Barley Receipts Increased in Minnesota.

At the six terminal points in Minnesota the inspected receipts of oats and barley have shown a remarkable increase during the past three years as reported by F. W. Eva, chief grain inspector.

Oats receipts for the three crop years ending Aug. 31, 1903, 1904 and 1905 were 16,647, 23,121 and 24,089 cars respectively. Barley receipts on the same three crops were 17,122, 19,527 and 22,563 cars. This gain was made in the face of a total decrease in all kinds of grain inspected from 213,216 cars on the crop ending Aug. 31, 1902, to 202,352 cars on the crop ending Aug. 31, 1905.

The Michigan Manufacturers Ass'n at its annual meeting at Detroit, Dec. 12, was addressed by John B. Daish, of Washington, president of *Freight*, on the subject of Present Transportation Problems.

The manufacture of rice oil from rice bran is a comparatively new industry which is as yet confined exclusively to a plant operated by the Lawrence Feed Co. of Crowley, La. The commodity is finding a good demand both in local markets and abroad.

Co-operative farmers elevators in Minnesota increased from 95 on June 1, 1904, to 141 this year, according to Henry Feig, state superintendent of country elevators, who reports a total of 1,745 houses in the state, of which 1,220 are line houses and 384 independent.



## Knute's Experience in the Grain Business.

BY WM. MURPHY.



Ven Ay come to dese country, but sixteen yar ago, Ay tank Ay baen da best Svede man vot aver come hare. Ay baen bout sax fute beeg and tank Ay skal bae polees-man. But ven Ay ask det polees boss for youb and tal hem Ay come from Sveden, hae say Ay note vill do; so Ay gone back on farm for larn grain beenas.

Ay gat mae nice leetle farm out by Yunction Seeta. Ay yoost trade mortgage for farm. Ay vork mae offul hard planting veet and corn, and Ay feel purty gued ven Ay see avra tang lukiing nice and green. But ven da month of Yune baen in da meedle der baen a hole lota tangs come along yoost lack leetle birds. Dey note can fly wery gued, but mae yootness, how dey can yump. Some fallars say dey baen grass hoppers. Vell by jolly dey hop off vit avra tang vot baen on det farm but da mortgage. Den you bet your life Ay yump da mortgage too and gone in town for try and get yob.

Von fallar, name Yim Yonson, hae got von leetle grain alawater. In von room hae got old blind horse, vot hae keep valking round all time on some leetle round road. Yim say hae meck horse go round det vay for meck grain go up. Hae say det down in Kansas Seeta dey using bulls for meck grain go up. Yim ask mae to come and see hem some more. Ay ask hem if hae can geeve mae yob. Hae say no, but hae lack to hare mae talk English. Yim tal mae Ay better go to Kansas Seeta. Hae say de need gued beeg fallar lack mae for carry buckets in bucket-shop.

Ven Ay come by Kansas Seeta and ask for yob in bucket-shop, da boss man hae ask mae vot Ay vont to do. Ay say Ay skal do ana tang vot Ay can. Den hae say Ay can buck it yoost lack dem onner fallars vot baen geeve hem some mona for leetle ticket. Den Ay ask von fallar vot ve gone to do. Hae say buy veet. Ay say vare is it? Hae sae sax and saven-eighths.

Von fallar say if Ay cont to get in sure ting bucket-shop Ay better go to da Junion Pacific alawator. Vall Ay gone down, dare too. Dey got buckets dare all reet, but da boss man hae say hae note vont ana boda to carry buckets for hem. Hae got hees buckets all on rubber band and dey running up and down lack avra tang. Hae say hae vont a man for shoffel veet out of bin; so Ay got da yob.

Mae yootness Ay tank Ay never vill get to top of dem leetle steps for get in bin. Ven Ay get in Ay note can find ana place for shoffel veet out, so Ay take off mae shoes and setting down for rest. Purty sune Ay gone to sleep and getting offul nice dream. Ay tank Ay baen back in Sveden vit mae sweet heart, Kreestena, and she baen skveezing mae so Ay note can breathe vera gued. Den she letting go and Ay can breathe better, but dem cushions on chair baen getting offul hard. Ay baen getting gued long sleep ana how, van Ay hare some von holler, "Hare come da Svede."

Det vake mae up and Ay find mae self sitting on two iron rods vot come toggedder in da meedle of da bin, yoost chooga fem fute from da bottom vare mae shoes baen gone out and dey tank Ay baen in mae shoes. Ay note can get up or down till some fallars dey putting rope down from da top Ay tie it round mae vaist and dey pull mae up. Ven Ay get down dem steps again det boss man hae tal mae Ay can go to hal.

Ay tal hem if heaven baen much higher den dem steps it baen sure tang Ay can naver go to heaven, but if Ay got to go to hal Ay vont mae pay first.

OVERBIDDING generally is prompted by business jealousy. Competitors who cultivate friendly relations with one another seldom suffer from jealousy, and their business does not suffer from paying more for grain than it is worth. If you have offended yourself, your business and your competitor in this manner it behooves you to take advantage of the new year and join your fellow dealers in a resolution to buy grain right or not at all.

## Fire Prevention by Self-Inspection.

BY C. A. M'COTTER.

It has been said that the fire insurance business has three enemies: Carelessness, ignorance and cussedness. There is more truth than poetry in the remark. The third enemy is found in localities and individuals, and exhibited chiefly in tramps and incendiarism. Carelessness and Ignorance are exhibited everywhere.

Country grain elevators are classed by insurance men as "Special Hazards" or "Extra Hazardous," together with all power-using plants. It is a question whether country elevators contain the dangers in comparison with factories and the rates charged for insurance. There is the friction and hot box dangers of shafting and machines, but not the same amount of it. Elevators have the flame, spark and heat hazard of all power plants. About the same per cent of elevators as other "Special Hazards" are struck by lightning or burned from fires in adjoining buildings. Probably elevators have the greater number of fires from locomotive sparks, but these are preventable. There is a greater amount of dust than in many factories, but its danger is largely in how it is allowed to accumulate or is disposed of.

On the other hand, country elevators have no hard working machines other than corn sheller, or all the hazards of chemicals and processes of manufacture. There are no dangers the ordinary workman cannot understand, and can be guarded against. Then, why are fires in elevators so numerous and insurance rates so high in proportion to the actual hazard? Is it due to the two arch enemies of fire insurance,—Carelessness and Ignorance?

There is no question but grain dealers are learning that the high insurance cost on elevators is due entirely to the amount and number of losses on that class of property. The owners and employes have entire charge of the elevators and, therefore, are responsible for the fires occurring, the cost for which the insurance companies load onto other elevator owners. Carelessness and ignorance on the part of any grain dealer, results in loss to themselves, besides the insurance paid, and puts an unnecessary load on their fellow grain dealers, who do not burn.

The only way to overcome these preventable losses, is for both the elevator owners and employes to give more attention to the fire dangers. On January 1st, 1905, the Grain Dealers Fire Insurance Co. put into operation a system of monthly self-inspection reports to be made by those in charge of the insured elevators. The questions asked on the reports are few and not difficult to answer in a well-kept elevator.

The results have been surprising. For the past eleven months there have been, in round numbers, 800 elevators making reports and 400 not reporting. On the 800 elevators there have been four losses and damages amounting to \$9,715.07. On the 400 elevators not making self-inspections, there have been fifteen losses and damages amounting to \$20,580.68. Both figures refer to insurance paid by the company. As yet, the losses have not been analyzed as to causes and the per cent preventable and unpreventable; neither is this experience sufficient in time or volume to be taken as the basis of the future.

However, the results up to date demonstrate the value of the system and the justice of a reduced insurance cost to those who give most attention to the care of their property. It also demonstrates that many fires are the result of carelessness or ignorance, for the value of the self-inspections are only to prevent fires that would otherwise occur. It illustrates that the insurance company does not make the rate for insurance. The subject is one entirely in the hands of the property owner.

Corn driers are working 24 hours a day at Chicago and Milwaukee.

The failure of the Chicago banker who is a friend of Sid McHie, the notorious bucket-shop operator, is believed to have put a "crimp" in McHie's "roll." The same Chicago banker was hit by the failure a few months ago of a big bucket-shop.

*Armored Concrete Tanks.*

BY B. H. STAHR.

Probably the greatest innovation in the art of building since the introduction of the steel frame, is the recent development of armored concrete. It has been applied to almost every conceivable use as a structural material in the last 20 years.

It has been used with success for bridges, walls, floors, beams, columns, stairs, chimneys, grain tanks, culverts, dams, water pipes, sewers, and—the list could be continued indefinitely.

It is even now a serious competitor of the steel frame for high office buildings and heavy warehouse construction. The Ingalls Building, Cincinnati, a good example of re-enforced concrete, is 210 ft. high from bottom of footings to top of cornice. A comparison of its properties with other building materials will demonstrate its superiority for strength, durability, ease of erection, cost and range of application.

Concrete has a crushing strength that ranges from 1600 lbs. for low grade to 2500 lbs. for the rich mixtures, which compare very favorably with the crushing strength of common brick in the middle west. Unlike brick, however, it can be depended upon for its full value in pier, floor, beam or wall, thus allowing the use of a smaller factor of safety.

Tests have demonstrated that brick, tile or stone, when laid up in walls or piers can be depended on to develop only from 10 to 20 per cent of the value of the crushing strength of the individual blocks before failure. This necessitates large fac-

tors of safety, and it is rare to find an intelligent designer loading tile over 130 lbs. to the square inch, or the best brickwork in cement over 200 lbs. per square inch. Concrete can be loaded with double these figures with safety on account of its uniform and homogeneous structure. It is as hard as tile without its brittleness, and is superior to stone because it has no seams or planes of cleavage and is unaffected by the acid fumes in the atmosphere of all large centers of population.

It is superior to all known building materials in this respect that it increases in strength and toughness as the years roll by and can only be compared to granite in durability and weathering properties.

Its porosity is low; compared to brick, tile, or ordinary stone; if mixed wet with a high percentage of cement and properly proportioned aggregate, and for that reason will withstand the combined action of frost and moisture better than any of the common building materials with which it competes.

Unlike brick or tile which begins to disintegrate under the action of moisture, concrete thrives on and in fact can only reach its greatest strength in water. It is the opinion of some authorities that concrete setting under ideal conditions should be kept submerged for at least one year to insure its greatest degree of strength.

Concrete is not a modern invention, as it was used by the ancient Romans in many of their monumental buildings and engineering structures. The roof of the Pantheon in Rome, still used as a burial place for Italian Kings, is built of this material. Its record in the recent Baltimore conflagration in



Five of the Eight New Armored Concrete Tanks added to Storage Plant of American Malting Co., at Chicago, Ill.



competition with all kinds of building materials, proves its superiority as a fire proof material.

It cannot be compared to steel as the two materials are unlike or opposite in qualities, and it is only by the combination of the two that we get armored concrete which has the good qualities of both, mutually buttressing each others weaknesses.

Steel by itself is not fireproof, in a structural sense, nor proof against the destructive action of rust hence must be covered by a protecting envelope of some kind to be durable.

When buried in concrete it strengthens the concrete where it is weak, that is in tension, and the concrete in turn renders the steel immune to rust and protects it from heat, rendering it fireproof.

Armored concrete is especially adapted to the construction of fireproof grain bins on account of its great strength when properly re-inforced against any and all stress. It's impervious enough to keep out all atmospheric dampness, and porous enough to extract moisture from the stored grain so that it comes out dryer than it went in. It is proof against weevil and other vermin and also against fire and has no other competitor except steel for strength.

That steel is not fireproof was proved by the fire at Fort William, Ont., and by the provisions of all the building ordinances of the large cities that steel structural members must be covered by a masonic envelope of some kind before they will be considered fireproof.

Bins can be built circular, rectangular or of any symmetrically shaped polygonal form and of any reasonable size or depth. They can be built in groups of any capacity to fit the needs of the largest terminal or the smallest country elevator. Its range in this respect is as great as any known material. Armored concrete tanks are probably the cheapest fire proof storage offered to the trade, and in most cases cheaper than steel which the writer does not consider fire proof unless protected by fire proof masonry as called for by the fire ordinances of all large cities.

The accompanying engraving illustrates eight new armored concrete tanks added to the Kensington Storage plant of the American Malting Co. at Chicago, Ill., by writer associated with Mr. C. F. Haglin, a pioneer in this type of construction. They are what is known as of the contact type, forming by their intersections three smaller intermediate bins. The tanks are 24 feet internal diameter, 70 feet high and hold approximately 25,000 bushels each, total 220,000 bu.

The structure throughout is re-inforced with steel wire of high tensile strength. The footing is a continuous slab of concrete re-inforced top and bottom with a heavy wire mesh.

The tank walls are 8 inches thick and are re-inforced with

¾-inch rods vertically and steel hoops horizontally. The cupola is carried by a re-inforced concrete girder spanning the top of the tank walls. The wall forms are held in place by a special yoke patented by Mr. Haglin some years ago and used by him successfully on all his work. The construction is such that no bolts press through the concrete allowing them to be jacked up after each fill, thus reducing the cost of forms to a very small figure on a large job. The tank walls were erected in about 30 working days after the forms were completed, averaging about 2 feet 4 inches per day.

## Adaptation of Corn to a New Locality.

When corn grown in one section of the country for a number of years is moved to another section where soil and climate are different, the plant always undergoes more or less change during the first two or three years before it becomes "adapted" to its new conditions.

The definite effect of climate in modifying the corn plant is shown in the following experiment: Seed of two varieties of corn, Snowflake White and Iowa Gold Mine, was obtained from Iowa and grown in Nebraska for two years. In the third year seed was taken from this, and seed was also obtained from the same original source in Iowa. These were all planted in adjacent plats at the Experiment Station. A marked difference was shown throughout the experiment between the different plats. In the Snowflake White variety the stalk from the seed that had grown in central Nebraska for two years had decreased almost a foot in height, the ear was 8.8 inches lower down and the ear shank almost two inches shorter, while the plants from Nebraska seed had an average of 1.2 fewer leaves.

The weight of both stalk and ear was found to be heavier in the corn grown from the seed just from Iowa, but the proportion of ear to stalk was higher in the acclimated corn. The Nebraska corn averaged almost 200 square inches less leaf area, which was to be expected of plants grown in a drier climate. The yield of grain was in favor of the home-grown seed.

Of the 22 varieties that were tested by the co-operating farmers in various parts of the state, 13 were Nebraska grown, 4 from Illinois, 2 from Iowa, 1 from Indiana, and 2 from Minnesota. In these experiments the significant fact was revealed that not one of the nine varieties the seed of which was grown outside the state ever took first or even second place in the average results for the state. Their low yield is due to the fact that they are not acclimatized to Nebraska conditions.—*Bulletin No. 91, Nebraska Experiment Station.*



Special Yoke for Raising Wall Forms Used in Constructing Armored Concrete Tanks of American Malting Co., at Chicago, Ill.

*Future of Durum Wheat.*

BY M. A. CARLETON, CEREALIST.

Grain Investigations Department of Agriculture.

More than usual attention having been called to the durum wheat by recent successful exportations to Europe, it seems a good time to point out certain advantages to commercial men in dealing with this grain.

I would first give the probable reasons for the recent large exportation of this wheat. Although the Department of Agriculture has made much effort from the beginning to encourage the cultivation of this grain only in the dry districts, which, if done, would result usually in an excellent quality of kernel, two things have combined to make the quality rather inferior to what it should be until the present season:

(1) The farmers have not followed strictly the advice of the Department and have grown a considerable acreage of this wheat outside of its proper area where the rainfall is greater than is needed and is, in fact, likely to be of sufficient amount to be injurious in most seasons; (2) even in the drier areas where the wheat is ordinarily well adapted there has been an unusual precipitation during the last two seasons.

During these seasons, therefore, although some effort was made to sell the wheat in European markets, invariably when samples were presented the answer was returned that the grain was too poor to be accepted. This year over a large part of the territory where the grain has been grown the quality has been very good, the wheat often grading No 1. It was therefore readily accepted by the dealers in Marseilles, who are critical buyers, for the reason that they need the very hardest and most flinty grain for use in the manufacture of semolina. At the same time the production of durum wheat in Russia and Argentina has been lighter than usual.

These large sales of between five and six million bushels to European buyers gave a great impetus to the trade in durum wheat, and, as is well known to the readers of this Journal, the prices were correspondingly advanced, until recently the price of durum wheat on an export basis has been practically the same as that of like grades of hard spring wheat. Another effect of the large exportation will be to establish forever the reputation of this country for the production of a good quality of durum wheat. Samples of the same class of wheat obtained in other countries were recently received from Marseilles dealers, which are, without question, exceeded in quality by a large amount of our own wheat of 1905.

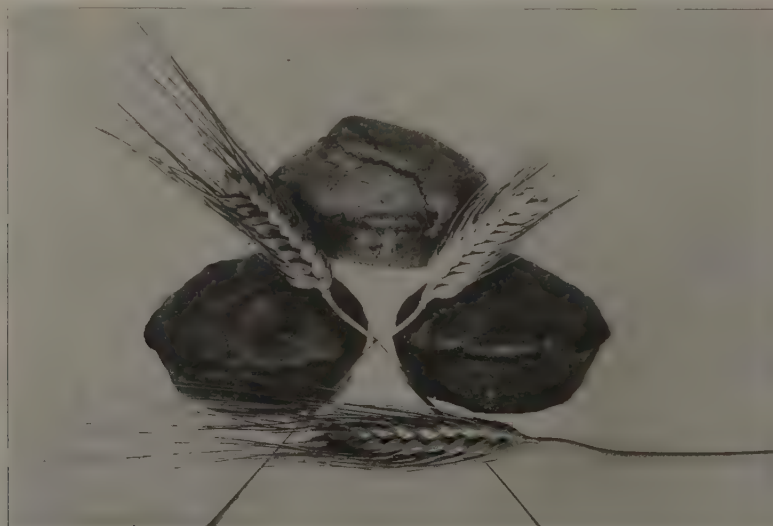
The writer believes, however, in maintaining home markets, and it is hoped that the quick purchases by foreign buyers will have the still more important effect of indicating to

American millers and macaroni manufacturers that the durum wheat is of the very best class. It will be remembered that it was the prediction of this Department several years ago that the price of the wheat would certainly increase as soon as its value should become better known. Without doubt we have not yet reached the limit in this respect. Based upon actual value durum wheat ought sometimes to sell at a better price than any other kind.

I would call attention to certain special advantages that durum wheat has over other kinds in its use for bread flour, and will also discuss certain objections made by millers who have not given it a thorough trial. In the first place the flavor of durum wheat bread is so far ahead of that made from any other kind of wheat that, other things being equal, it is hardly to be compared with other kinds of bread. This is universally confirmed by every one after a trial, even though he may be a miller and at first opposed to the use of the wheat for bread. Having, therefore, overcome the usual objections made to the wheat, there ought to be no difficulty in establishing a trade in the flour between the miller and the baker.

One of the first objections made to the flour, particularly by the baker, was that it would not produce a large loaf. This, however, has been shown to be far from true in so very many cases that few insist any longer on this objection. In fact, in a number of cases the flour of durum wheat has made even a larger loaf than flour of hard spring or hard winter wheats. In a number of instances, particularly in private bakings, durum wheat flour has made a loaf of better volume than that of the best Minneapolis flour. The strongest objection heretofore made, however, so far as the sale of the bread is concerned, is that of color, which is more creamy than that of the hardest of other wheats. To many people this is no objection and it would probably not be an objection in any locality after the people had become used to the bread. However, hereafter no such objection need exist, because of the fact that modern methods of bleaching will allow the miller to produce a flour of practically any grade of color as to whiteness that he may wish and from any kind of wheat.

It should be added in this connection that the grade of whiteness in the bread is largely controlled by the baker himself in the operation of mixing the dough. By the use of certain recent mixing machines the bread, even from durum wheat flour, may be made almost as white as desired. Personally the writer regrets that the bleaching methods were invented. If the bread must be made whiter let it be done through mechanical manipulation and thus leave not the slightest chance for possible injury to the flour through other



Muffins Made from Durum Wheat Flour. Heads of Durum Wheat.



processes that may be questionable. But why should we insist on white bread anyway?

No really good flour is white, and none of our best bread is white, and the better the quality of the bread and flour the more creamy or golden it is. This fact is made still more striking in instances where special kinds of bread are produced to meet a special demand, as the French form of bread and other kinds of rolls served in many first-class hotels and in dining cars. In these instances the bread is still farther from white and is more correctly yellow bread. There ought to be good profit in the use of durum wheat flour for these special kinds of bread, as the same effect could be produced without the extra cost of additional ingredients that would be necessary in the employment of other kinds of flour.

A curious condition arises in connection with two other objections made to the use of durum wheat for bread. First, as to the amount of flour produced from a bushel of wheat. Of course, the flour yield will depend largely on the thoroughness of grinding, and as the durum is considerably harder than other wheat it is likely, in most instances, not to be ground so fine. As soon as the wheat can be ground down to the same degree of fineness as exists in ordinary patent flour, it is reasonable that it ought to make a larger yield of flour than other kinds, as the bran is considerably thinner, and there is no doubt that even now some millers produce more good flour to the barrel from durum wheat than do others. A miller who has handled a considerable amount of durum wheat told the writer only recently that this objection is not well founded.

Second, the cost of grinding. This objection has the same basis as the first mentioned, as any extra cost, of course, would be on account of the greater power needed in producing the same degree of fineness in the patent flour. Certain mills in this country that have handled durum wheat from the beginning have already obtained such experience that they have practically done away with this objection. There is little doubt that the whole question of the cost of grinding and the yield of flour per bushel depends very largely, if not wholly, upon the treatment of the grain before going to the rolls. The writer has referred to this matter in other articles, and discussions with millers from time to time constantly confirm this idea. Before grinding the wheat needs much more moisture than other wheat and probably needs to remain moist for a longer period. After this treatment of the grain it is probable that there should be a larger amount of corrugation in the rolls and a little different grading and arrangement of bolting cloths than are needed in grinding other wheat. This requires very little alteration, however, and otherwise no change is needed in the entire milling machinery for fitting a mill for permanent operations with this grain.

The objections having been overcome, there are certain definite advantages in making bread from durum wheat flour. It is so much drier than other flour that the same number of pounds at even a less cost per barrel (at present) than other flour will yet produce a larger number of pound loaves per barrel, giving a considerable financial gain in two ways to the baker. The per cent of sugar in the flour is also very much greater than in other flour, amounting sometimes to twice as much. In certain instances the sugar content is so large that no sugar is needed in making the bread, a considerable item of cost thereby being avoided to the benefit of the baker.

The gain to the miller in using durum wheat is in obtaining it at a lower price per bushel than that of other wheat and in probably being able, after sufficient experience, to produce a larger yield of flour per bushel. Although the export price of durum wheat, as above stated, is now almost equal to that of northern spring wheat, the price for milling purposes is likely to remain considerably less for sometime.

It is surprising that the possibilities of a good Oriental market have not been investigated more than seems to have been done by export millers. Only recently the Japanese have made a renewed demand for more American flour, and the writer has been told that almost invariably these demands are accompanied by a request for more proteids than have usually been furnished, a large amount of the flour having

been manufactured in Pacific Coast States. Both the Japanese and Chinese care little for color in flour. They wish only nourishment and particularly proteids, as they already have plenty of starch in their rices. There is therefore no doubt in the mind of the writer that in future there will be an excellent market for durum wheat flour in the Orient. As to the possibility of the Japanese supplying this demand in Manchuria, to which reference has been made in a recent number of a commercial journal, it seems to the writer that this is little less than absurd. In the first place, the Japanese will have to get used to the milling trade; they have not heretofore produced flour with modern machinery as is done in America, Hungary and Russia. Besides, all the mills already established by the Russians in Manchuria,—though there are a number of them and they have heretofore produced a large amount of flour,—would not be sufficient to provide flour for more than a very small fraction of the many millions of the Oriental people who will no doubt soon wish to use American flour. Rather than doing our trade an injury it is probable that the Russians, in recently establishing modern mills in Manchuria, have really aided us in introducing wheat flour to the Oriental people, and by giving them a taste of a good thing have started a demand for this food that will increase rapidly from year to year.

One very important reason, as told the writer by commercial men themselves, why durum wheat has not recently been employed more largely by the millers and bakers of this country is the lack of an options price and contract grade on the boards of trade which allow dealings in futures. It is probable that when considerably more of the wheat is produced it will be given this advantage in common with other kinds of wheat, but the writer would suggest to grain dealers that if this were done there would be more demand for the wheat among the millers and hence more business to the grain dealers. The miller, and consequently the baker, finds this difficulty under present conditions: An important bak-



Two Heads Durum Wheat on Left; One Head of Common Wheat on Right.

ing firm may wish to place an order ahead with the miller for a large amount of flour on as good terms as possible. Now, if the miller had the advantage of an options price he could buy for the future a correspondingly large amount of wheat at one price, taking only such an amount at a time as he could use or would be available. As it is, he must often decline such orders because of the uncertainty of being able in future to obtain a sufficient amount of wheat at the same price just when he needs it.

Most of the above discussion has been made with reference to the miller and baker, but it must also be of equal interest to the grain dealer as he must furnish the grain to the miller.

The different questions of a commercial nature having been settled satisfactorily, there is left the very important subject of comparative yields on the farm, which is just as important to the grain dealer as to the farmer. The difference in yield per acre in favor of the durum compared with ordinary wheat continues to be large, as before. It has been a common thing this season to hear of yields of durum wheat of 25 to 40 bushels per acre and a few of even 50 bushels, while those of the Bluestem and Fife in the northwestern states, in the same locality, have ranged from 7 to 15, with a few occasionally as high as 20 bushels per acre. I have mentioned the fact that the price of the durum has increased considerably, but even at the former difference in price of 8 to 12 cents there is much more profit to the farmer in growing the durum wheat than the hard spring wheat, or, in the Middle West, more profit than in growing the hard winter wheat. Ordinarily a spring wheat will yield more in the same locality than a winter wheat, but the difference in yield between the two classes of durum and common wheats is so great that in western Kansas there have recently been considerably larger yields of the spring-sown durum wheat than of the hard winter wheat.

The production of durum wheat this season has been variously estimated, but it is probably about twenty million bushels for the entire country. It is known, however, that there will be an enormous increase in the acreage next season, and on the basis of former increases the yield next year should be at least forty million bushels and more likely sixty million or more.

Hereafter much more attention will be given by the experiment stations, and certain farmers who are specially interested, to disseminating seed of the best variety of durum wheat. It is probable that we have still more to learn about the different varieties, but at present it appears that the Kubanka (U. S. Seed and Plant Introduction No. 5639) is about the best for general purposes, but especially for bread-making. There are other varieties that would probably do a little better for making macaroni, but they would not be nearly so good as the Kubanka for making bread. It has been definitely proven by a number of experiments by professors and experts in baking and the chemistry of flour that the Kubanka durum wheat is at least as good, if not better,

for making bread than either the hard spring or hard winter wheat. The variety Kubanka was obtained by the writer in the Kirghiz Steppe region, on the border of Russia proper and Siberia, in 1900. There is already a large amount of the wheat in North Dakota, and it is probable that there is even now almost enough for furnishing seed to all farmers who may sow durum wheat next season. No doubt, however, many farmers are growing this variety without others knowing the fact. I would suggest that the sources of seed might be given through correspondence with the directors of the experiment stations at Fargo, N. Dak., and Brookings, S. Dak.

Since writing the above a despatch from Duluth states that the largest cargo of wheat (about 350,000 bushels) ever loaded on fresh waters in this country is now being made up to go to the Mediterranean region and is composed entirely of durum wheat.

## *A Successful Pneumatic Grain Conveying System.*

BY D. M. CAIN.

Prior to the season of 1904, we have always handled the grain used in our mill at Atchison, Kan., by teams. We found this very inconvenient and expensive, and in seeking for some method of relief, we decided after a careful investigation, to install a pneumatic grain conveying system.

We installed this system in the spring of 1904, between our grain elevator and our mill, the distance being about 950 ft. On account of having a surplus of power at the mill, and none at the elevator, we decided to use the vacuum system and place the machinery in the basement of the mill.

Figure 1 is a diagram of the system.

Figure 2 shows a general view of the blower, and

Figure 3 shows a cross section through the center of the blower.

The operation of the system is as follows:

The blower is driven from our line shaft by belt and runs at 200 revolutions per minute, drawing its air out of the receiver. This produces a partial vacuum on the receiver and the air is drawn through the grain line, which is a cast iron pipe 6 inches inside diameter laid underground. Above this pipe, near the air inlet, as shown in Fig. 1, is a grain feeder, which is operated by an electric motor. This feeder is constructed so as to be practically air tight and is designed to measure the grain and feed it into the grain line at a regular rate. The grain is supplied by chutes from the corn or wheat bins in the elevator. The velocity of the air in the grain line is sufficient to keep the grain suspended in the pipe.

When we first started the plant, we could not work it to its rated capacity, and it scoured the grain considerably, but both these troubles disappeared as soon as the pipe was worn smooth and polished on the inside.

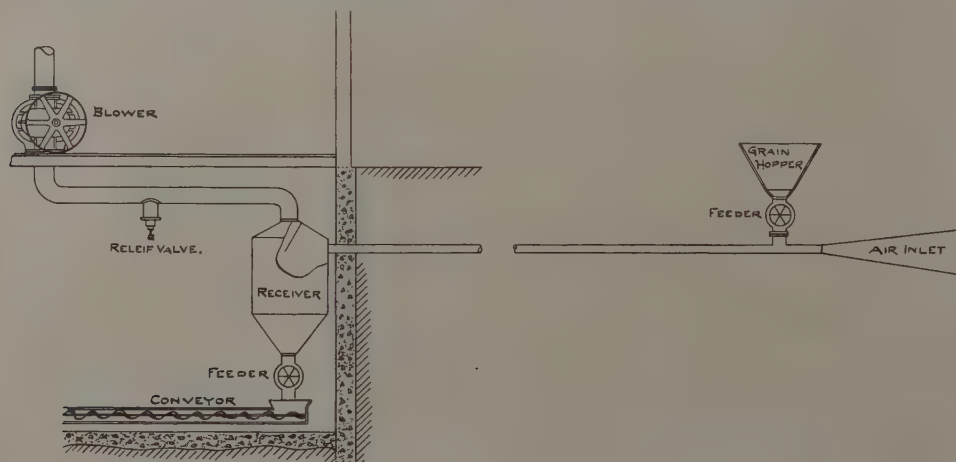


Fig. 1. Plan of Pneumatic Grain Conveying System in Use at Atchison, Kan.



The grain is discharged into the receiver, and is thrown downward by a deflecting plate. From this receiver the grain is taken by another feeder similar to the one described above, and conveyed to an elevator boot, from which it is elevated and distributed to the mill.

The air is taken out of the receiver through a pipe of large diameter, in which the velocity is not sufficient to pick up the grain. This pipe is provided with an automatic relief valve, which prevents the vacuum exceeding the maximum amount for which it is set.

Our system is doing the work in ten hours, that formerly kept three teams busy, and we figure the saving in dollars (after deducting the cost of power used to operate the system) to be about \$150.00 to \$175.00 per month. We can convey nearly 400 bushels of wheat or shelled corn every hour.

A further advantage of the system is that when the grain is received in a damp condition, the action of the air helps to dry it out. Our grain line contains two gradual bends; one where it comes out of the elevator, and the other where

it enters the mill. We have seen quite a number of these pneumatic grain systems in operation in different parts of the country, and we believe that they are always successful if properly designed and installed. In many cases, however, people expect too much of them, and do not install them properly in the beginning.

A peculiar and wonderful feature of our system is that if the feeder at the elevator is run faster than the capacity of the pipe line, and the pipe line becomes choked, it will clear itself in a few minutes, if the feed at the elevator is shut off, and the blower allowed to run.

The American Cereal Co. has two pneumatic grain lines working the pressure system, connecting their mills at Akron, O., one of which they use for corn, and the other for oats. These lines are about 50 per cent longer than our line, and are working very successfully.

Our system was designed by and installed with the advice of The Connersville Blower Co., of Connersville, Ind., of whom we purchased the blower and feeders.

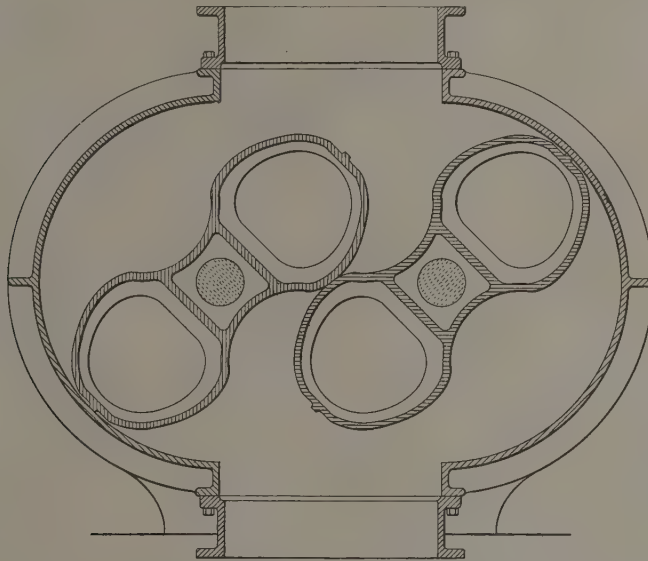


Fig. 2. Cross Section thru Blower.

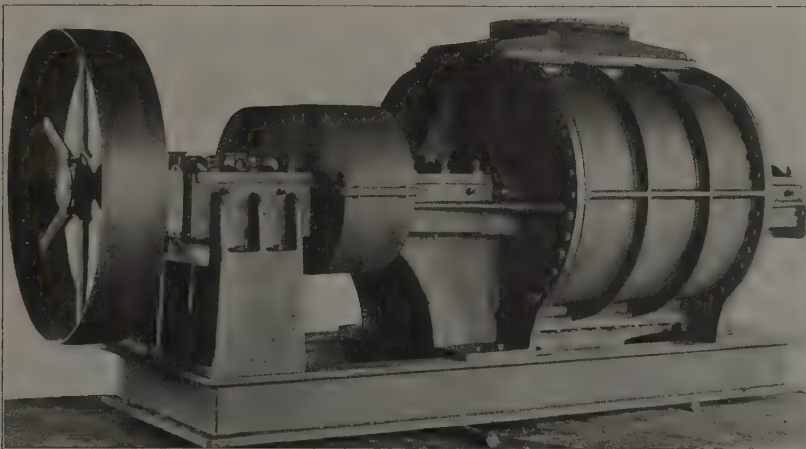


Fig. 3. Blower for Pneumatic Grain Conveying System.

## The Value of Arbitration to the Trade at Large.

BY A. GERSTENDERG.

Member Arbitration Committee Grain Dealers Nat'l Ass'n.

The past ten years have witnessed wonderful changes in the method of conducting the grain business. Previous to that time the common practice was simply to gather together enough grain to complete the loading of a car, and forward it to the closest market for disposal.

The wonderful growth of our country, which also helped to the great increase of population in our cities, developed into a strong factor as to the disposal of the grain products of our land. Grain shipments, which before had headed steadily to certain central points, suddenly ceased to move in such directions, and in many cases "backed up" as it were, by going toward points that previously had been forwarders to these various central points. These changes came about chiefly thru railroad consolidation, the local developments assisted, such as converting raw countries into producers of minerals, ores, woods, etc., and not possible to supply them with food products, as such were not raised in said sections. The opening of new thru railroad routes also helped, as the said railroads sought for such traffic, and ultimately helped to develop that great system of "railroad billing" that is with us today.

These changes brot forth many complications, which at first were insignificant, as they were easily adjusted, many cases of dispute being dropped believing them to be slight errors only. Recurrence of these errors (?) again started disputes, which in many cases wound up in a law suit at considerable expense; and then final trial found both parties more dissatisfied.

These conditions grew until the Grain Dealers National Ass'n advocated arbitration, such committees to be selected from the two braches of the trade, viz: Receiver and shipper, and one not connected with either of said branches. Whoever suggested this solution apparently struck the "right key," as all state ass'ns quickly adopted the same methods, and advance one step farther by granting the right of appeal to the Grain Dealers Nat'l Ass'n, should there be any dissatisfaction with their decision.

Sad to relate, but some state ass'ns withdrew from this arrangement, which had done so much toward solving trade problems and had assisted in adjusting complications that at one time seemed insurmountable. Nevertheless these problems are still before us, and must be solved. The quicker the trade realizes it, just so much sooner are the problems solved.

Arbitration is the solution of many problems. Nations do not hesitate to trust their welfare in the hands of disinter-

ested men. Yet we, grain men, often hesitate to put our troubles before our brethren and abide by their decision. Who can solve your troubles better than one who is interested in the same work, and daily endeavors to avoid such errors? Or, do you prefer to have your differences settled by a jury of 12 men, who possibly never knew that the grain business of this country was so immense, and so complicated?

The value of arbitration does not only assist in settling a dispute in a particular case, but is of immense help to those who read the decision, and assists them to avoid similar complications. Disputes will arise as to how different parties will construe their contracts, and in almost all cases, such differences are honest.

My suggestions are then to place their troubles before parties well acquainted with the customs and methods of doing such business, and abide by their decision. They will be well pleased with such decision, knowing that their trouble was decided by people who considered it carefully.

This method of settling trade disputes is still in its infancy, but it will be but a short time before new methods to adjust same will have to be adopted. Cases of dispute are increasing, as the trade at large is awakening to the importance of arbitration, and many, who were formerly opposed to this method of adjusting trade differences, are now anxious to obtain its benefit. The benefits obtained are quick, and with small cost, and when conducted on these lines, the trade will be quick to grasp its meaning and profit by such decisions.

## Grain Elevator in the Tropics.

The grain elevator which is illustrated in the engraving herewith was erected during the past summer to handle and store the corn and bean crops grown on the Oaxaquena Plantation.

Reinforced concrete was selected as the material of construction, as being fireproof, well adapted to protect the grain from climatic effects and the best safeguard against the ravages of the myriads of weevils and other insects with which the tropics are teeming.

The elevator has storage capacity for 35,000 bus., and is equipped with husker, sheller and drier to handle corn. The drier is also used in treating beans to remove the weevil. After having been highly heated in the drier the corn and beans are blown to remove the weevil and the grain is then in prime condition to be stored for an indefinite time in the concrete bins. This corn is placed on the market when all the other corn in the country has been either consumed or destroyed by the weevil and commands a very high price. The materials used in the construction were shipped from the United States, and C. J. Thompson supervised the work.



Concrete Grain Elevator on Oaxaquena Plantation, Mexico.



The Oaxaquena Plantation is near the southern extremity of Mexico, only 17 degrees north of the equator, and is owned by the Tabasco Plantation Co. It is situated on the Isthmus of Tehuantepec, midway between the Pacific Ocean and the Gulf of Mexico, and comprises many acres, of which 1,000 are planted to corn.

The builder encountered a world of difficulties in constructing this plant, all of which are unknown to builders who confine their operations to this country. Sixteen months were required to build the elevator, most of the time being spent in waiting for material and labor. It seems the laborers are seldom disposed to work more than a few hours at a stretch. Their laziness was exceeded only by their ignorance and awkwardness.

## Corn Injured by Bill Bug.

One of the insects doing great damage to corn is the bill bug, a beetle that is widely distributed thru the United States and Canada. It is common in the corn belt.

Placing itself head downward, with its stout legs embracing and firmly grasping the stalk, the beetle applies the tip of its beak straight against the surface, cutting the outer tissue with the jaws, the action of which is distinctly audible. Gradually with an occasional twisting motion of the head, it sinks two-thirds or more of its snout into the stalk, and then, slightly rolling its head from side to side with clock-like regularity, it uses its beak as a lever to split the stalk and pry the edges of the slit apart. After hollowing out an interior cavity much larger than the surface injury would indicate, it pulls the head strongly backward, splitting the stalk upward as a boy would split a stick with a knife. In this way a slit an inch long may be made.

The thrust of the bill bug's beak into young corn when the leaves are closely rolled effects the characteristic injury shown in the engraving, consisting of circular or oblong holes running across the blade of the leaf. Two views of the corn bill bug and a larva (*Sphenophorus ochreus*) are also shown in the engraving, taken from Bulletin No. 95 of the Illinois Experiment Station.

In the engraving herewith are shown good, fair and poor ears from a field infested by the bill bug near Taylorville, Christian Co., Illinois. From a careful study of this field made by E. S. G. Titus, of the Illinois State Entomologist's

office, it was found that bill bugs had affected 29 per cent of the hills in the 40 acres, diminishing the number of stalks in such hills by 14 per cent and the number of ears by 40 per cent and seriously injuring 26 per cent more of the ears. It also caused a third of the stalks in the injured hills to fall to the ground and weakened about a fifth of them additional. The total loss in the field was estimated at 18 per cent of the crop or nearly 9 bus. to the acre. From the uninjured hills a total of 349 ears showed 282 good, 44 fair and 14 poor ears; while the injured hills containing 211 ears showed only 9 good, 22 fair and 21 poor ears, represented by the three ears in the engraving.

This field was a timothy sod plowed in April. Fields of timothy nearby had from 50 to 75 per cent of the timothy root bulbs infested by the bill bug larva. This land had been in timothy for 4 years preceding. Injury to corn by the bill bug is limited to spring and the early summer. Corn replanted late will escape damage. Early fall plowing of grass lands, by which the larva is destroyed during the winter, will greatly diminish or completely prevent injury to corn by timothy bill bugs.

Corn husks are said to have found a good place in the meat trade, packers using them as wrappers for sausage. Farmers will be delighted to hear this. They are surely long on the corn husk crop this year.—*Goodall's Farmer*.

Minister Bryan of Lisbon has recently cabled the state dept.: "There has been a shortage in the Portuguese crop, and a large quantity, estimated at about 80,000,000 kilos (about 3,000,000 bu.), will soon have to be imported from other countries. This wheat will be sold in the Portuguese market at not more than 60 reis per kilo, or approximately \$1.60 per bu., depending upon the rate of exchange. In this connection it is interesting to note that of the 74,795,655 kilos of wheat imported into this country in 1903, 72,989,347 kilos came from the United States."



Good, Fair and Poor Ears from Field Infested by Bill Bugs.



Corn Bill Bug and its Larva.

Stalk Punctured by Bug.

*Future of Association Work in the Grain Trade.*

BY GEO. A. WELLS.



In his last message to Congress, President Roosevelt said that "Trade Unions are here to stay," indicating that he must have recognized a necessity for their existence and thereby a possibility for good.

Trade organizations may perform a work that is beneficial to society, but on the other hand if dominated by selfish interests and used thereby to promote only selfish gains, may become a menace to the public welfare, and therefore character is just as essential in a trade organization as in an individual, and the character of an organization will naturally reflect the character of the officers and members of whom it is composed. The existence and success of a trade organization will depend therefore upon its character, and the objects and purposes and also the general work must stand the lime light of public investigation.

Trade organizations having only selfish objects and purposes in view cannot expect to be favorably considered or even tolerated by the public, but the work should be done along lines that will result in an economy, in which the public will participate and the principle of equity and fairness should be strictly adhered to in all respects.

The term "Combinations and Trusts" is used by the demagogue indiscriminately without consideration of individual character. All corporations and trade organizations are generally included in the same class, and all are placed under the ban of suspicion as exercising a restraint of trade and competition.

Trade organizations as a rule are not incorporated and are not directly interested in the earning of profits, and in my opinion the objects and purposes should be to exercise influences that will correct bad methods and abuses and minimize waste in the commercial distribution of the products of the soil, the mine and the factory, as well as to assist in maintaining general conditions that will give opportunity to secure reasonable profits as compensation for the investment, labor and energy required.

This country has been developed with wonderful rapidity under a competitive system of commercial distribution. It is this spirit of competitive strife that has enlisted the energy of man, that has thus developed the wonderful commercial enterprise of this country. The competitive system is the greatest force obtainable to secure the progress and development anticipated by natural law.

This is the day of the demagogue seeking to promote and establish new commercial methods and whose stock in trade argument is that commerce is one vast combination having absolute control of prices paid to producers; that competition no longer exists. While the fact is, that competition is extremely ruinous and business in every line is over done, resulting in the maintenance of too much facilities and machinery, and, consequently, too much expense involved in the general proposition of commercial distribution.

The public has been inclined to estimate the intensity of competition by the number of competitors and to encourage an increase in the number of competitors to that end, which in a measure is a fallacy, as an excessive number of competitors will make price agreements, just as readily as a less number, and if possible provide for the excessive expense thus established.

Ruinous competition does not on the whole result advantageously to the public, but losses thus made must, though indirectly, be paid by the public if commerce is to be self-supporting.

With these general ideas as a basis, I come to the conclusion that the successful grain dealers association of the future must do its work openly before the public, and exercise its influence to the end that the grain products of this country may go from the producer to consumer with the least possible cost of waste and expense, at the same time giving the grain trade reasonable profits as compensation.

While it is unlawful and against public policy to engage in

arbitrary price agreements, there is ample scope within the law to allow the exercise of influence to discourage ruinous competition, and there is a large field of work in promoting sociability and friendship among the individual grain dealers, exercising the prestige of the organization in maintaining trade rights, improving conditions at both local and terminal markets, correcting abuses in transportation, the arbitration of differences as between buyers and sellers, the inspecting and repairing of scales, the dissemination of pertinent information and the encouragement of the improvement of grain crops, and these are the outlines of the general work of the Iowa Grain Dealers Association.

*Kiln Drying Not Detrimental to Grain.*

BY GEO. H. HESS, JR.

A great deal has been said about the injurious effect of kiln drying on grain, especially corn. I remember one very emphatic statement, by a representative of the Glucose Co. before the state railway commissioners, a year or two ago, to the effect that kiln drying decreased the starch content, killed the grain so it would not germinate, and rendered it less valuable for all purposes. My reply to the complaint was a sample of the particular grain in controversy *germinated and growing*, something like 90 per cent having sprouted. To be sure, grain which has been hot and fermented and then dried with a fierce heat is not equal to old No. 2 corn as it comes from the country, yet the owners of grain driers would be very glad indeed if the rejected damp grain which they buy for the driers could be made equal to No. 2 corn.

An attempt was made by the Department of Agriculture two years ago to determine the effect of kiln drying on corn, and samples were taken from the driers here, with this end in view, but it was found that the condition of the corn bought for the driers was such that no definite results could be obtained, much of it failing to germinate before the drying process, and the driers, of course, could not replace the germinating quality.

It is a fact that much kiln dried corn should not grade No. 2. It is a fact also, that quantities of kiln dried corn become brittle and get mealy when handled, but these things are due to the inferior quality of the grain bought for the driers and not to any fault in the system.

If sound, sweet, cool corn is put into a grain drier and dried with a temperature not exceeding 160 degrees and is then thoroughly cooled, it is practically impossible for an expert to discover that such corn has been in a drier. Such corn properly kiln-dried is in such demand at a premium that all the driers in existence are not sufficient at times to meet this demand. New driers are constantly being erected everywhere and it would seem that they are recognized as a necessity in the business.

Like everything else, the powers of a grain drier may be abused. There is great temptation, when grain can be dried at a profit, to put on too much heat, to increase the output of the machine and this results in shriveling and checking the grain. Such use of the drier may properly be criticised but it is not the fault of the system, for the temperature is under perfect control and is only excessive when the operator desires it so to be.

I am told that in the Seed Laboratory of the Department of Agriculture, at Washington, D. C., a series of tests have been made, to discover the effect of kiln drying on the germinating powers of grain. In one test, so I am told, a quantity of corn containing 23 per cent moisture was brought direct from the field to the drier. This was exposed in the drier to a temperature to 170 degrees for sixteen hours. Every half hour samples were taken and these samples were tested for germination and were also planted, each sample in a plot by itself. It was discovered in this test that those samples which were most thoroughly dried showed the strongest germination and produced the largest crops of grain. Tests along similar lines have recently been made in Germany on barley for malting purposes, and the results have been exactly similar. A Scientific Institute in Chicago is about to install a small drier and work out a series of similar tests on barley for malting.

There is much yet to be learned in the drying of grain, and



it would seem that opinion should at least be suspended until full information can be secured. The desire, which prevails in certain circles, to exclude kiln dried corn from the contract grade is entirely erroneous and cannot prevail. The act of kiln drying in itself cannot be held to be anything but a benefit to the grain so treated. Grain improperly dried may and should be excluded; but in any case grain should be graded according to its condition when offered for grading and not upon any imaginary effect which may be attributed to any process through which the grain may have passed.

## Plan of Country Elevator.

The plan reproduced in the engravings herewith represent one of several similar elevators erected during the present season for the Hoffman Elevator Co., of Enterprise, Kan.

The house is of 20,000 bus. capacity and is of cribbed construction. The building is 26 x 42 ft., and 54 ft. high, the driveway occupying a width of 12 ft. and the cribbing 30 ft. The engine room is distant 25 ft., and measures 12 x 20 ft., one-half of it being devoted to the office.

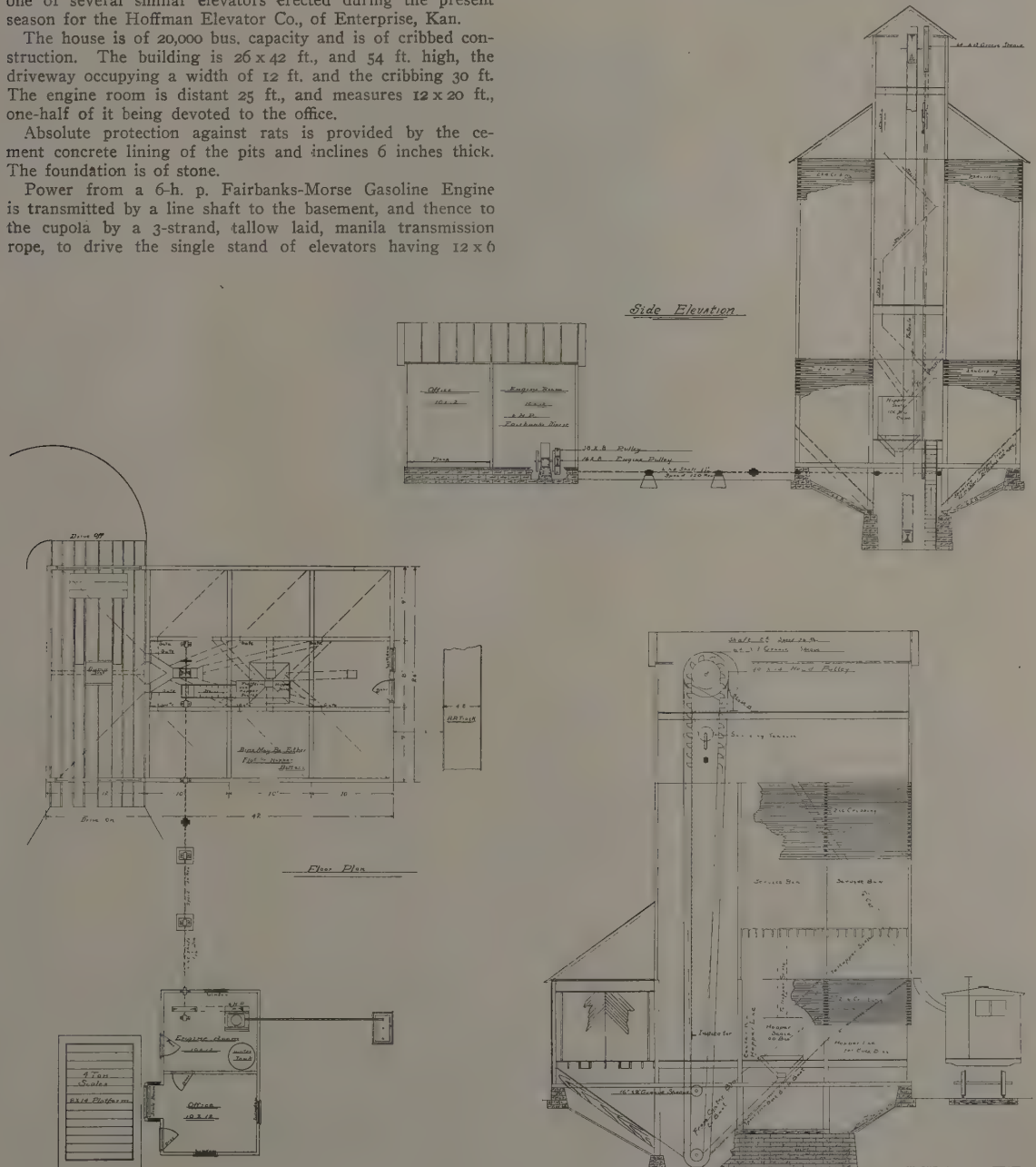
Absolute protection against rats is provided by the cement concrete lining of the pits and inclines 6 inches thick. The foundation is of stone.

Power from a 6-h. p. Fairbanks-Morse Gasoline Engine is transmitted by a line shaft to the basement, and thence to the cupola by a 3-strand, tallow laid, manila transmission rope, to drive the single stand of elevators having 12 x 6

buckets. Weighing is done on a 4-ton Fairbanks Wagon and 100-bu. Fairbanks Hopper Scales.

The engravings herewith show floor plan and side and end elevations. These houses were designed and built by P. H. Pelkey.

A man was discovered entombed in a car of corn on its arrival for export at New York a few days ago. He was a farmer of Mt. Carmel, Ill., where he had been missing for several days. When found he was in a serious condition. It is supposed that he became seriously ill in the car while it was being loaded and not being discovered, was shipped east with the grain.



Floor Plan, Side and End Elevations of 20,000-bu. Kansas Country Elevator.

## Annual Dinner of Chicago's Weighing Dept.

The Fourth Annual Dinner of the Chicago Board of Trade Weighing Department given each year by Weighmaster H. A. Foss as an expression of good will to the employees of the Department was held Dec. 16th at the Victoria Hotel.

After an elaborate menu had been served and the cigars lighted Toastmaster Foss read the following:

I offer one suggestion, intended as you think it over, to make life better worth living and your daily tasks better worth doing and worth doing better. It is this: that if this department, as a group of individuals, performs service of a high grade the result will be a public benefit in two ways: It will, in the first place, set a standard of efficiency to which other semi-public and municipal bodies or rather their employers, the people, will hopefully turn to find a measure of what men may thus do; and, in the second place, the result will be that the total number of men required for a given amount of work will, from time to time, be reduced at the same time that the conditions, under which each individual works, are growing better; or to put it in other words, the total results obtained by every one hundred men will be increased. That is, the efficiency of the department, man for man, will be increased, and we might even hope to lend a helping hand now and then, to the community which is always eager for men trained to be efficient.

The grade of service of this department is measured by taking the sum of the efficiency of each member and it is an inspiration to me and will, no doubt, be inspiring to you to think that day by day your best efforts in your work are not only making you more valuable, but are also adapted to the betterment of all public service and to the broadening of all human life. The decree of grow or perish is applicable to the weighing department.

Geo. Metcalf, a tallyman of the department, welcomed the guests of the evening in a very cordial address and thanked the Directors of the Board for their interests in the department and its work. In closing he paid a warm tribute to the rights of American citizenship and brot the banqueters to their feet by waving aloft an American flag.

The Department's Volunteer Orchestra of eight pieces won hearty applause.

Sey Geo. F. Stone of the Board of Trade, in the course of a polished address, assured the employees of the department that it has always stood high with the officers of the Board, who are proud of it and of its work.

S. S. Tanner of Minier, Ill., made one of his happy addresses, interwoven with a number of amusing stories. He kept his auditors in laughter. "My grain has passed thru your hands for years and your weights have been so very satisfactory I have considered it my duty to speak well of your work whenever the opportunity affords.

John Winchester of the dept gave a vocal solo.

J. H. Ware, chairman of the Weighing Comite in the course of his address said: Honesty and integrity are the two essentials necessary to the foundation of any institution. Necessary alike to the Board of Trade and your dept. I have known your chief for years and know that when he is placed in the balance for his final weigh he will not be found wanting.

C. F. Mills, a tallyman of the dept. said:

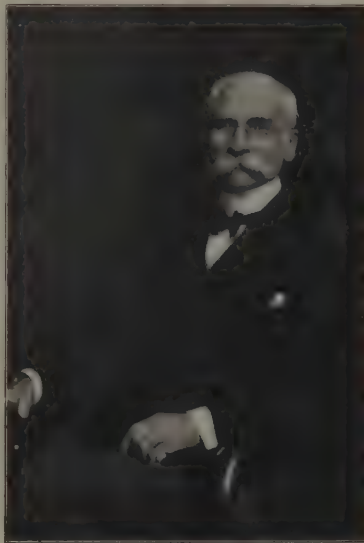
A few days more will see the end of one of the busiest and I hope as prosperous years the Board of Trade Weighing Department has seen for a long time.

During the year the department has

looked after the loading and unloading of nearly 300,000 cars, 600 vessels and about 5,000 barges and canal boats of grain, and as our friend and guest, Mr. Stone said, over three hundred million bu. of grain has been weighed or tallied by the deputy weighmen of this city, of whom I have the honor of being one. If our work has been satisfactory, and after hearing the many flattering remarks here tonight, about this department, I feel it has, then we feel gratified with the result of our year's work.

I wish to say in behalf of my brother tallymen that we highly appreciate the generous praise, but I think that we do not deserve it, we have only followed the instructions of our office, and the rule of Mr. Foss, which is: "Be sure you short indeed.

I will only add, and I am sure I voice the sentiments of my brother tallymen, when I say, that it is our aim to always keep up the reputation of this



Capt. J. S. Nanson, St. Louis, Mo.

weighing department as it is today. are right and then go ahead."

Our department may be compared to one large family, where harmony and good fellowship reign supreme. It is built like a clock and each man is a part of the works. If his work is what it should be, he gets the credit he deserves. If not, then his time there is

S. C. Scotten: The perfect weighing dept. means a lot to the grain trade of Chgo. My house has the privilege each year of paying out much money on your weights. In three cases we have had the option of standing by your weights or losing a customer. In each case we stood by your weights and paid for the inspection of the scales at destination point. We were gratified to have each customer pay us in full, thank us for showing them their scales defects and sing high the praises of the Board of Trade Weighing Department. Your careful, conscientious work saved your jobs from the politicians at the last session of the Legislature.

Jenkin Lloyd Jones: I find my faith in human nature reassured by association with men of such honest motives. I am pleased to learn of your good work at the balances.

In the praise of correct work conscientiously conducted the tallymen of the dept. must find much to strengthen them in their resolve to follow their leader.

The Milwaukee Southern will build from Milwaukee to a connection with the I. & M. at De Kalb, Ill.

## Capt. J. S. Nanson, Deceased.

In the death of Captain Joseph S. Nanson, the senior member of the Nanson Commission Co., St. Louis has lost one of its oldest and most prominent commission men. His death occurred Dec. 14, at Nassua, Bahama Islands, where the aged grain man had gone to spend the winter.

Captain Nanson was in his seventy-ninth year and for more than 45 years he has been identified with the St. Louis grain trade. He was born in 1827 at Fayette, Mo., and after attending school a short time went to work in his father's store.

In 1851 he made his first business venture on his own account, and in 1855 he went to St. Louis and purchased the steamboat "Banner State." He was Captain of this boat, also of a number of other steamboats, with varying success, but gave up steamboating in 1860 and formed a partnership with Logan D. Dameron, under the firm name of Nanson, Dameron & Co. and engaged in the grain trade. He continued in this business later under the name of Lewis, Nanson & Co., and Nanson, Bartholow & Co. In 1880 he organized the firm of Billingsley & Nanson. In 1884 the firm incorporated and after the death of Mr. Billingsley, the name was changed to Nanson Com. Co.

Captain Nanson has been president of the corporation bearing his name since 1891 and until within a few years was an active worker in the firm. He possessed an indomitable energy and even in most recent years devoted many hours to business. The funeral and interment will take place in St. Louis where the remains are expected to arrive the last of this month.

## Imports and Exports of Beans and Peas.

Imports of beans and peas during the 10 months prior to Nov. 1 were 344,000 bus.; compared with 552,000 bus. for the same months of last year.

Exports of beans and peas for the 10 months were 305,110 bus.; compared with 183,000 bus. for the corresponding period of 1904.

Exports of foreign beans and peas during the 10 months were 41,366 bus.; compared with 54,599 bus. for the corresponding months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

## Imports and Exports of Hay.

Hay imports for the 10 months prior to Nov. 1 were 32,062 tons; compared with 66,173 tons for the corresponding period of 1904, and showing a decrease of 217,000 tons from the imports for the same months 2 years ago.

Hay exports for the 10 months were 58,587 tons; compared with 54,991 tons for the same months of last year.

No foreign hay was exported during the first 10 months of 1905, compared with 256 tons for the same months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

A reorganization of the crop report service of the Dept. of Agri. will probably be recommended by the commission which is now investigating the different crops.



## T. H. Bunch's New Elevator at Little Rock, Ark.

The engraving shown herewith illustrates the commodious elevator and milling plant of T. H. Bunch at Little Rock, Ark.

The elevator is conveniently located in Argenta, or North Little Rock, being situated in the Fort Smith Yards of the Missouri Pacific-Iron Mountain System, and also accessible by the tracks of the C., O. & G. Ry., now the Rock Island System. These tributaries, draw the grain from Oklahoma, Indian Territory, Kansas, Nebraska, Iowa and Missouri, and the other states in the corn and wheat belts.

The entire plant consists of five distinct buildings or departments, each adapted and constructed for as many different uses. The elevator, which is the largest building of the group, is 50 x 98 x 135 feet in height from grade-line to top of cupola roof, and has a storage capacity of 200,000 bus., all bins being of cribbed construction. The machinery equipment was designed and constructed for rapid handling and consists of large receiving sink with large stand of elevators on each side of the house. The elevators have ample capacity to unload 30 cars per day, from each track.

In addition there are two stands of elevators which are used for loading out, elevating grain from many of the bins or cleaning machines. There is also one pony elevator which raises corn and cobs

from a large Western Sheller in the basement to Western Shaker Cleaner on the working floor. Additional machines on this floor are one No. 9 Invincible Clipper, and one No. 10, Invincible Compound Shake Double Receiving Separator, all being provided with dust collectors.

In the basement is the sheller with conveyors, five elevator boots, line shafting, car-pullers, exhaust-fan of the dust-collecting system and spouting necessary to make up a first-class equipment.

In the cupola of the elevator are four large garnerers immediately over the scales. Each garner has three openings, which are provided with garner slides of special design and arranged to be opened and closed from the scale floor or the distributing floor. By actual test, 60,000 pounds of corn was drawn from garner to scale in 40 seconds, was weighed and required 3¾ minutes to empty scale into storage bin. This entire plant was designed and constructed for the rapid transferring and handling of grain at a minimum cost. On the scale floor of cupola are two 100,000 pounds Howe hopper scales with counter poise recording beams carried with even balance levers to distributing floor, 18 feet below scale floor. On the distributing floor leading from the hopper scales are telescoping, trolley-spouts specially designed by the architect. All of the main drives throughout this plant are of rope and of ample capacity for the several machines and elevators.

Some of the special features about this elevator are a most excellent concrete foundation, with footings resting on oak

piling, 164 22 ft. piles being driven to secure the foundation. Two concrete boot-tanks were constructed in the bottom of the basement and are absolutely watertight, notwithstanding some contractors argue that concrete cannot be put in with such results.

Another special feature and probably the most used and appreciated, is the system of moving cars. This is accomplished on four tracks by means of three wire cables operating on drums and passing through radial car-puller sheaves specially designed to meet the requirements of hard usage and the moving of any amount of loaded and empty cars.

These machines are located in the basement, are driven with friction clutches from the line shaft and are operated entirely by means of levers and bell-cranks which run under the tracks and terminate at a convenient point for their operation. Cars are frequently pulled a distance of 500 feet, as many as 25 loaded cars being moved at one time.

A large amount of grain is shipped from this plant in even weight sacks, which is accomplished very cheaply by means of specially designed equipment and sacking room. The sacking room is 15 x 98 feet and is located immediately above the track running under the building. The grain is sacked from bins above through automatic scales and delivered to the cars below by means of skids and chutes, no trucking being necessary. With this equipment, a gang of five men are enabled to weigh up, sack and load out 10 to 12 cars of grain each day.



New Elevator and Mill of T. H. Bunch at Little Rock, Ark.

Loading spouts for bulk grain are constructed of 12 inch wrought iron water pipe and terminate with flexible spouts for loading cars.

Next in size and importance is the corn-meal mill, which is very neatly installed in a frame iron-clad building 36 x 70 ft., five stories and basement. At this mill, facilities are provided for unloading bulk grain from either side of the house through large receiving legs, garners and 1,600 Fairbanks Hopper Scale. This mill has a capacity of 1,200 barrels of meal per day and 6,000 sacks of chops. Bin storage for 25,000 bushels of bulk grain is provided.

At the north end of the mill building and in connection thereto is constructed a two-story warehouse 36 x 108 feet, which is used as a store-room. At the south end of the elevator is a warehouse 265 x 36 feet, one story.

The power-house to operate this plant is constructed of brick with concrete foundations and is 36 x 80 feet. In the engine room two Corliss Heavy Duty Engines are installed and connected with rope drives to line shafts running to the elevator and mill. Each engine is capable of producing 275 horse power.

A complete electric lighting plant for all of the buildings and office is provided. In the boiler room are three Safety Water Tube Boilers of 200 h. p. each installed in one battery. Also the furnace feeds from the dust collecting system and the boiler feed pumps.

Located on top of the power house are two three chamber dust collectors and water tank to supply boilers.

The plant is equipped with its own well and deep well pump. All of the elevating, conveying and power transmission machinery in this elevator was furnished by the Weller Mfg. Co.

The entire plant is equipped with a complete dust collecting system installed by H. L. Day, and a complete sprinkler system, known as the dry pipe system.

A space of 36 feet has been left between the elevator and power house,

which is available for a grain drier, the erection of which is contemplated. There is also a space of 24 feet between the power house and mill.

The plans and specifications for all of the buildings, together with all detail drawings were made by Fred Friedline, Architect and Engineer, and he personally superintended the entire construction of the plant, and the installation of the machinery and equipment.

The plant is considered the best and most complete of any mill and elevator in the entire inland south. In addition to this plant Mr. Bunch owns and operates a valuable mill and elevator at Pine Bluff, Ark.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### WHERE CAN A SCALE INSPECTOR BE FOUND?

*Grain Dealers Journal:* Will you kindly tell us if there is a state inspector of scales in Illinois? If so give us his address and the amount he charges for inspection. Where is the nearest office of the Fairbanks Morse Co. which has a scale man who goes out to inspect scales? G. W. C. Bushnell, Ill.

### HOW TO GET CARS?

*Grain Dealers Journal:* Is there no means by which we may be able to secure cars for loading where we have no competitive carriers? We do business on the Evansville division of the Southern Ry.; but when the demand for cars increases during the winter we are left out until

conditions improve elsewhere. It is ruinous to our business. What course should be pursued?—Ray, Stevenson & Co., Rockport, Ind.

### WHY ARE TILE TANKS PAINTED?

*Grain Dealers Journal:* Why are the owners of tile tanks covering their sides with tar? Does the water leak in or the grain out? An explanation from one who knows will be greatly appreciated. K. N. C.

### PHILADELPHIA OATS GRADES.

*Grain Dealers Journal:* In reply to C. M. as to the grade of oats in Toledo and Phila. we do not think that the Western trade generally understands what "N. E. G." grade of oats is here and they are under the impression that it is a grade inferior to "No. 3 whites" which is not the case. Our "N. E. G." grade of oats is a better grade than our regular No. 3 whites and we make them an "no established grade." By doing so they are put in a special bin by themselves and sold in this way. The general difference on these oats ranges from 1/2 to 1c per bu. while the difference for No. 3 whites will range from 1 to 1 1/2c per bu. under the price of No. 2 whites. In other words,—our "N. E. G." white oats is a grade of oats inferior to No. 2 whites but better than our No. 3 whites and they bring more money than the No. 3 white oats in this market. Our rules provide as follows:

**No. 2 White**—must be sound White Oats, reasonably clean and reasonably free from other grains, and weighing not less than 27 pounds per measured bushel. Occasional grains of Black Oats shall not deprive them of this grade.

**No. 3 White**—shall be not less than three-quarters (3/4) white, but not equal to No. 2 White in other respects.

**Rejected**—shall include all Oats inferior to No. 3, but suitable for warehousing.

**No Grade**—shall include all warm or damaged Oats unfit for warehousing.

**No Established Grade**—admits in it all sound grain that may from any cause be barred out of the regular sound grades.

Western shippers generally seem to have taken our "N. E. G." oats to be the same quality as "No Grade Oats," but they are not, as they are really a special grade of oats not quite good enough for No. 2 whites and yet really too good for No. 3 whites. Yours truly, J. B. Pultz & Co., Philadelphia, Pa.

Ernesto Stricker of Weber & Stricker, Buenos Ayres, proprietors of the large elevator and mill at that point has about consummated arrangements with the railway companies of the Argentine for the erection of grain elevators along their lines which penetrate the grain surplus sections of the country.

The executive committee of the Federal Rate Regulation Ass'n at St. Louis recently decided that membership in the Ass'n should be by firms and individuals, and not by organizations. The membership fee is \$2. Steps are being taken to organize those states not now represented by vice presidents.

The Chicago Clearing House Ass'n has adopted a new and higher schedule of charges for the collection of out of town checks and Chicago banks will put it in force Jan. 1. If you do not add exchange to your checks on local banks Chicagoans must pay for their collection. The better and cheaper way is to buy a Chicago draft.

### A Dangerous Calling.



One of Chicago's nervous track inspectors hastily jumped into a car of corn last week and was drowned. Other inspectors are now wearing life preservers and using a claw rod instead of a tube trier to sample the grain.—Yelo News Item.



## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### VALUE OF INSPECTION BY INSURANCE INSPECTORS.

*Grain Dealers Journal:* Elevator owners and employees are altogether too careless in attention to precautions against fires in their buildings. They have been free from hot boxes, locomotive sparks and a thousand and one other causes of fires hence the eternal vigilance and attention to the small things are lacking. They go over the same building many times a day. Their ability to notice the danger spots is dulled, or else they say to themselves that, while a certain condition does not look quite right, it has never given any trouble. They seem to think they are immune from the natural laws.

The fact of the matter is that while a certain condition may not be absolutely dangerous at a given time, unless some special attention is given to it to correct the defects, it is gradually getting worse and approaching the point where an "accident" will eventually happen. It takes a fire to sharpen their sense of observation.

The owner or operator is not experienced in what points to look for as being dangerous. His experience is confined to a few elevators. He should always be only to glad, as many are, to accept the recommendations of competent experienced insurance inspectors and act upon them. Not the kind of inspectors that are given a job by pull. These often make demands for changes in order to make an attempt to earn their salary. They have no real knowledge of hazards, or conditions as they should be. But the trained specialist in inspection of elevators can always give the grain man pointers as how best to guard his building from fire. He and his company's experience is many, many times more extensive than the individual. Certainly the inspector would not make foolish recommendations. If he did they would soon reflect upon his reputation.

Fires originating from most unexpected causes are constantly coming to light. As an illustrator; a car to be loaded had contained flour and was lined with paper. This was removed and taken across the tracks, placed in a ditch probably two feet deep, and burned. The cause of the trouble came from this ditch connecting with a boxed drain under the tracks to the elevator. While the paper was put fifteen feet from the end of the box and this was forty feet from the elevator the draft was so strong that the flames were drawn through the drain and were pouring out of the end in the basement of the elevator when discovered. Prompt action saved the building. How many men would have thought of any danger under those conditions?

One cannot have their attention called to the matter of fire hazard too often until it becomes a matter of habit or sec-

ond nature to look for danger.—F. M. Jayne.

### HOW FARMERS OF IOWA ARE BEING MISLED BY THE PROMOTERS.

*Grain Dealers Journal:* A certain promoter of farmers co-operative elevators is making the general statement that the grain dealers of Iowa take from five to ten cents per bushel profit and are thus robbing the farmers, and to substantiate such a statement he exhibits to the farmers what he represents to be a contract of agreement between grain dealers at a station in Illinois, that provides that the price to be paid for corn at that station be five and one-half cents less than the Armour track bid.

Upon investigation it is found that such an agreement was made but the facts are that the agreement was that the price to be paid was five and a half cents under the Armour bid for corn F. O. B. Chicago, and that Armour for several years has never bid that particular station on any other basis except F. O. B. Chicago; thus the five and one-half cents agreed upon by the dealers at that station was to cover the cost of freight as well as the profit, which freight is about four cents per bushel, leaving the grain dealer a margin of profit of one and one-half cents per bushel.

The farmers at a certain station in Iowa have recently been induced to organize a co-operative elevator company by the argument that the grain dealers were taking large profits. An investigation of the books of one of the grain dealers at that station gives the following record of prices paid statement of Chicago market values on same dates, deducting the freight and commission and thus showing the net margin of profit on oats to the dealer, that explains itself:

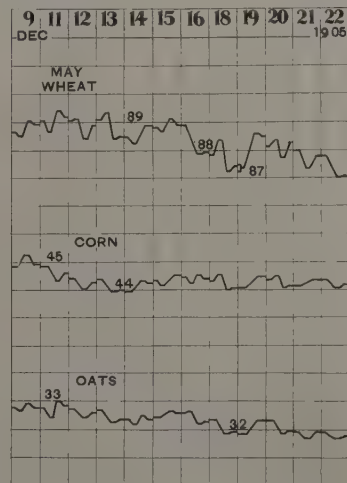
Date, 1904.	Chicago Market Value at River.	Freight Rate, per bu.	Commission.	Price Paid.	Profit.
Aug. 5	.33 1/2	3.52	1/2 c	.27 1/2	2 1/2
10	.32 1/2	"	"	.27	1 1/2
12	.33 1/2	"	"	.28 1/2	1
15	.33 1/2	"	"	.28	1 1/2
17	.34	"	"	.29	1
19	.34	"	"	.29	1
22	.33 1/2	"	"	.28 1/2	1
24	.33 1/2	"	"	.29	1 1/2
26	.32 1/2	"	"	.28	1 1/2
31	.31 1/2	"	"	.26 1/2	1 1/2
Sept. 3	.31 1/2	"	"	.27	1 1/2
7	.31	"	"	.26 1/2	1 1/2
9	.31	"	"	.26 1/2	1 1/2
12	.30 1/2	"	"	.26	1 1/2
14	.31	"	"	.26 1/2	1 1/2
16	.31	"	"	.26 1/2	1 1/2
17	.31	"	"	.26 1/2	1 1/2
21	.30 1/2	"	"	.26	1 1/2
23	.30 1/2	"	"	.25 1/2	1
26	.30	"	"	.25	1
29	.29 1/2	"	"	.24 3/4	1 3/4
Oct. 3	.30 1/2	"	"	.25	1 1/2
7	.30 1/2	"	"	.25	1 1/2
12	.29	"	"	.24	1
27	.29 1/2	"	"	.24 1/2	1
Nov. 1	.29	"	"	.24	1
4	.29	"	"	.24 1/2	1 1/2
18	.29 1/2	"	"	.24 1/2	1
22	.29 1/2	"	"	.25	3/4
23	.30	"	"	.24 1/2	1 1/2
25	.29 1/2	"	"	.24	1 1/2
28	.30	"	"	.25	1
Dec. 30	.29 1/2	"	"	.25	1 1/2
3	.30	"	"	.25	1
6	.29 1/2	"	"	.25	1
9	.29	"	"	.24	1
14	.29 1/2	"	"	.24	1 3/4
21	.29	"	"	.24	1
31	.30	"	"	.24 1/2	1 1/2
1905.					
Jan. 9	.29 1/2	"	"	.24 1/2	1 1/2

12	.30	"	"	.24	2
16	.30 1/2	"	"	.25	1 1/2
20	.30 1/2	"	"	.25	1 1/2
26	.29 1/2	"	"	.25 1/2	1
31	.29 1/2	"	"	.25	1 1/2
Feb. 3	.29 1/2	"	"	.25	1 1/2
10	.30	"	"	.25	1 1/2
21	.30 1/2	"	"	.25	1 1/2
24	.30 1/2	"	"	.25	1 1/2
28	.30	"	"	.25 1/2	1 1/2
Chicago Market Value f. o. b.					
Mar. 1	.31	4.96	"	.25 1/2	1
4	.32	"	"	.25 1/2	1
9	.32 1/2	"	"	.26	1 1/2
14	.32 1/2	"	"	.26 1/2	1
16	.32 1/2	"	"	.26	1
20	.33	"	"	.26 1/2	1 1/2
24	.32	"	"	.26	1 1/2
30	.30	"	"	.27	2 1/2
Apr. 17	.32	"	"	.24 1/2	2
Mar. 1	.31 1/2	"	"	.24	1 1/2
19	.32	"	"	.25	1 1/2
22	.32	"	"	.25	1 1/2
24	.32	"	"	.25	1 1/2
26	.32	"	"	.25	1 1/2
31	.32	"	"	.25	1 1/2
June 3	.32 1/2	"	"	.25	2
7	.32 1/2	"	"	.25 1/2	1
12	.32 1/2	"	"	.25 1/2	1 1/2
26	.33	"	"	.25 1/2	2
29	.33 1/2	"	"	.26	2 1/2
July 10	.34	"	"	.26	2 1/2
12	.34	"	"	.26	2 1/2
26	.33	"	"	.25 1/2	2
Aug. 4	.29	"	"	.21 1/2	2
8	.28	"	"	.20 1/2	2
11	.28	"	"	.21	1 1/2
14	.27 1/2	"	"	.21	1 3/4
17	.27 1/2	"	"	.21	1 1/2
21	.27 1/2	"	"	.22	1 1/2
26	.27	"	"	.20	1 1/2
31	.27	"	"	.19 1/2	2
Sept. 2	.27	"	"	.19 1/2	2
7	.27	"	"	.20	1 1/2
11	.28	"	"	.20 1/2	2
15	.29	"	"	.21	2 1/2
18	.28 3/4	"	"	.22	1 1/2
21	.29 1/2	"	"	.23	1
23	.29 1/2	"	"	.23	1 1/2
25	.29 1/2	"	"	.23	1 1/2
28	.29	"	"	.22 1/2	1
30	.28 1/2	"	"	.22 1/2	1 1/2
Oct. 2	.28 1/2	"	"	.22	1
6	.29	"	"	.21	2 1/2
10	.29 1/2	"	"	.21 1/2	2 1/2
11	.29	"	"	.21 1/2	2
12	.29 1/2	"	"	.22	2
13	.29 1/2	"	"	.22	1 3/4
*Loss.					

You will note that this statement dates from Aug. 5th, 1904, and the narrow margins taken were not influenced in any manner by any farmers co-operative competition until after the last crop began to move.—J. P. Smith.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Dec. 23 are given on the chart herewith.



# Grain Trade News

## ARKANSAS.

Hope, Ark.—W. W. Duckett has purchased the interest of E. M. Dillard in the Southern Grain & Produce Co.

Little Rock, Ark.—The C. E. Smith Grain Co. has been organized by C. E. Smith, Percie Nelson and W. D. Swaim, to do a wholesale business in flour and feed.

## CALIFORNIA.

Stockton, Cal.—Frank E. Lane, a young grain man, departed recently from town, leaving his affairs in a tangled condition.

## CANADA.

Calgary, Alta.—W. Stewart has purchased the local plant of the Canadian Eltr. Co.

Saskatoon, Sask.—The Frontenac Cereal Co., of Kingston, Ont., contemplates building a cereal mill here.

Pincher Creek, Alta.—The Red Deer Mill & Eltr. Co., of Blackfalds, will build a mill and eltr. at this point.

Dauphin, Man.—The Dauphin Milling Co. is building an addition to its eltr., which will have capacity for from 4,000 to 5,000 bus.

Montreal, Que.—Rosenbaum Bros., of Chicago, Ill., have appointed H. J. Stevens as their representative with full charge in this territory.

Port Colborne, Ont.—Bids for the construction of a 2,000,000-bu. grain eltr. here will be called for in January by the Department of railways, Ottawa, Ont.

Headingley, Man.—L. H. Compton continues in the grain trade, Black & Francis having bot only his general business and not the flour mill and grain warehouse, as erroneously reported.

Ft. William, Ont.—The Empire Eltr. Co. will build an eltr. midway between Ft. William and Port Arthur. The plant will be similar in construction to the one here but will be much larger.

Strathcona, Alta.—The 100,000-bu. cement eltr. for the Brackman-Ker Milling Co. has been completed and machinery has been installed capable of discharging 20,000 bus. into the mill per hour.

Goderich, Ont.—A vote will be taken early in January to decide whether the town shall guarantee \$35,000 of bonds to aid the Goderich Eltr. Co. to build 500,000 bus. additional storage capacity.

Blackfalds, Alta.—The Red Deer Mill & Eltr. Co. contemplates establishing a line of eltrs. on the line of the C. N. Ry. and on the branches of the C. P. Ry. running north and south from Calgary, at points with population enough to justify the erection of 35,000-bu. eltrs.

Winnipeg, Man.—The wheat inspected during this season prior to Dec. 9 amounts to 34,243,650 bus., in store at country points, 15,636,550 bus. and in transit, not inspected, 1,300,000 bus., making a total, marketed, of 51,180,200 bus. Allowing 9,000,000 bus. for country mills and 8,500,000 for seed, out of the crop estimated at 85,810,400 bus. there is still 18,

130,200 bus. to be marketed.—Frank O. Fowler, Secy. Northwest Grain Dealers Ass'n.

Montreal, Que.—The R. W. Oliver Milling Co. has made complaint to the Commissioners against the Grand Trunk Ry., alleging that the rates on grain products from points west thru Montreal to the Maritime Provinces is so high that it is impossible to run a corn mill at Montreal.

Fort William, Ont.—The close of navigation found the great terminal eltrs. practically empty, making storage room ample for the present. Since Sept. 23 the grain has been arriving from Winnipeg at the rate of 40 cars per day. At points where congestion resulted this year double tracks will be put in.

Montreal, Que.—The extra charge of one-eighth cent per bu. imposed by the Montreal Elevating Co. when the Harbor Commissioners decided to tax floating eltrs., using the harbor, \$500 each per annum, is an unwarranted exaction, in view of the fact that the harbor board never has collected the tax, and the grain men will request the company to refund the charge. The committee of management of the Corn Exchange has taken up the matter.

## CHICAGO.

The grain trade has sustained scarcely any loss thru the recent failure of the Chicago National Bank.

L. B. Mitchell, who has been an active member of the Board of Trade since 1864, died recently, aged 64 years.

W. H. Lake, who was the unanimous choice, has declined to be a candidate for the office of second vice pres. of the Board of Trade.

The Chicago Great Western has put in a rate of 8¼c on corn for export from Missouri River points to Chicago to move 500,000 bus.

The robbery of a messenger of Bartlett, Frazier & Carrington of \$1,700 last July now appears to have been a plot between two employees of the firm.

Frederick R. Babcock will on Jan. 1 become a member of the firm of Finley Barrell & Co. He has been elected a member of the Board of Trade.

The Board of Trade Bohemians, composed of the younger members, gave their first dinner fest of the season Dec. 18, at the Athletic Club. Its activities are purely social.

The error in the wording of the rule regarding Saturday delivery, as adopted, preventing deliveries when the last day of the month falls on Sunday, has been referred to the committee on rules.

Crossed electric wires are supposed to have caused the fire in the south end of main hall of the Board of Trade Dec. 9. The blaze was extinguished promptly by the settling clerks and the excitement was over.

Ware & Leland, W. H. Lake and other private wire firms have given notice that they will execute no more orders in privi-

leges known as bids and offers in this market. The orders will be executed at Milwaukee.

No adjournment of the Board of Trade over Saturday before Christmas was granted by the directors in response to the petition of many members, for the reason that some of the corn now arriving wud be damaged by being held an additional day.

The directors of the Board of Trade have rescinded their recommendation that the Bates-Woods privilege case be dropped, on a report by Atty. Robbins that the suit would not come up before April at the earliest, giving ample time for any action.

Mrs. Helen Hultshizer was arrested Dec. 20 on complaint of a traveling mar who claims he placed \$300 in her hands recently to play the grain market on the assertion of the woman that she could get "sure things" from a member of the Board of Trade.

Many sellers of No. 3 corn to arrive in this market have had the corn miss grade recently, and at this time are particularly unfortunate in that the discount on off grades is about 6c, making big loss. The corn coming in is said to be of good quality, but damp.

Proposed changes in the grain inspection rules were discussed by dealers in barley at a meeting Dec. 19. Doing away with the grade of No. 4 barley was almost unanimously opposed, as this would leave only one grade of feed barley. Steps will be taken to have the official weight of a carload of barley increased from 850 to 1,000 bus.

Gases in a car of hot corn at the Wash Eltr., Dec. 19, overcame Sampler Bevis and Foreman Ed. O'Rourke. On entering the car Bevis was immediately prostrated. Mr. O'Rourke became unconscious in 2 minutes. They were rescued by the helpers. The car was a refrigerator and the corn had been delayed several days in transit.

Of the nine amendments to the rules of the Board of Trade voted upon Dec. 11 only one was adopted, that providing that there shall be no afternoon deliveries on Saturdays except when a Saturday falls on the last day of the month. The vote against the amendments requiring payment of 80 per cent of the value of consignments was overwhelming, being about 10 to 1.

Young & Nichols, who have been members of the Board of Trade for about 25 years, devoting most of their attention to buying and shipping rye and barley, have decided to do a general commission business. Wm. T. Sullivan will represent them on the road. The firm is one of the oldest on the Board, has always been considered careful and conservative and has stood high financially.

The present December option is the first since the new rules were adopted to sell at the full discount between old and new styles. On new style contracts No. 3 corn can be delivered at a discount of 5c per bu.; and at the close Dec. 20, the exact quotations for old and new were 45 and 50c respectively. The high price of the contract delivery is giving the eltr. men who have driers an opportunity to make No. 3 out of the lower grades of corn at a profit.

State's Attorney Healy has obtained evidence and affidavits against the trade in bids and offers, and has informed John



Hill that raids were contemplated on the quarters occupied by the traders. Later Pres. W. S. Jackson of the Board of Trade conferred with Atty. Healy and the latter was persuaded to delay action until a test case will be decided. The directors of the Board of Trade on Dec. 19 had a full discussion of the privilege trade, and referred the matter to the legal advice committee.

Rumors that Warehouse Commissioner I. L. Elwood is manipulating the advance in prices of old December corn are being circulated. It is also stated that the grain inspection department is unusually severe in its grading of the corn arriving at present, to the loss of country shippers who would deliver on contract, and greatly to the benefit of the manipulators of the option. Absolute impartiality in grading would seem to require that no one identified with the grain inspection department should have any financial interest in the market.

The old Galena Eltr., not far from the mouth of the Chicago River, has been sold by John S. Goodwin, trustee for the bondholders of the defunct Chicago Railway Terminal Eltr. Co., for \$398,000, to the Chicago & Northwestern Ry. The ground on which the house stands is very valuable and the road could use the ground for tracks to advantage, its tracks at this point being always crowded. The Galena has a marine leg, deep water and boats loaded there need not pass the tunnels. The sale of this property leaves only three eltrs. to be sold by Trustee Goodwin before settling the indebtedness of the Weare companies.

John Hill, Jr., who has resigned as chairman of the market reports committee of the Board of Trade, and for several years has conducted the fight to protect the continuous quotations, says: "I unhesitatingly withdraw from my position, which I rely upon for a livelihood, rather than submit to the will of the element that is at present defying the law and threatening the good name and usefulness of the institution of which I have been a member for many years. I intend to proceed immediately against the put and call trading with as much vigor as I heretofore have prosecuted bucketshops, and I have no fear of the ultimate outcome."

John Hill, Jr., issued the following circular Dec. 23 to the members of the Chicago Board of Trade: Some of the best men on the Board are extremely pessimistic as to the future of the exchange and claim that the vote of 503 to 254 in favor of rescinding the penalty for put and call trading indicated a laxity of morals that was unhealthy. A careful canvass of the members indicates quite conclusively that upwards of 200 votes cast in favor of the repeal were intended as a direct rebuke to the administration for permitting and using the Milwaukee subterfuge. So I do not share in the pessimism. I think the members who believe in an honest administration for all members are largely in the majority. Neither the eltr. interest nor the private wire interest, singly or combined, should dominate in the directory as during the last year. It breeds unhealthy conditions—too much for too few.

A big vaudeville entertainment full of fun is being arranged for the last business day of the year, Dec. 30, by the following members of the Board of Trade: William S. Jackson, chairman; Henry C.

Avery, secy; W. H. Lake, treas. Executive committee, George E. Marcy (chairman), David A. Noyes, J. F. Mackenzie, Ed P. McKenna, Augustus J. White, Alex. McDougall, Joseph G. Snyder, Fred A. Paddleford, George R. Dennison, Charles J. Holmberg, Charles J. Roberts, Thomas D. O'Brien, Walter Fitch, James Pettit, L. H. Ash, B. B. Bryan, John Paul Hobbs, John B. Adams, Addison R. Warner, James A. Patten, Sydney S. Date, C. H. Canby, Albert H. Farnum, James R. Dalton, William Nash. Amusement committee—Howard A. Hill (chairman), Sidney H. Woodbury, George A. Neafus, Horace L. Wing, L. Harry Freeman, Arthur Leask, Charles H. Sullivan, George A. Wheeler, Jr., John Joseph Bagley, Edward A. Nickels, Richard T. Sylvester. Arrangement committee—Harry C. Avery (chairman), Harry B. Cook, William J. Fyffe, Samuel Wolff, James M. McClean, John D. McDougall, Frederick R. Martin, Al V. Booth and Charles E. White.

## COLORADO.

Florence, Colo.—Brown & Son, of Denver, have succeeded E. R. Miller in the grain, feed and coal business.

Wray, Colo.—The Wray Milling Co. will build an eltr. adjoining its mill. The house will be 60 ft. high and the roof of the mill will be raised to correspond.

Castle Rock, Colo.—The Douglas County Mercantile Co. incorporated, \$10,000 capital stock, to deal in grain, flour, feed and produce, and will handle lumber, coal and building materials. Incorporators, John Pollock, pres.; R. J. Dobell, secy. and treas.; Chas. H. Ellis, Hugh Taylor, W. B. Priddy and Gilbert Christenson. Mr. Christenson, who until recently had charge of the eltr. of the Western Eltr. Co. at Ellendale, Minn., will have charge of the grain and feed department of the company. A warehouse 28x40 ft., coal shed 16x40 ft. and a lumber shed 56x100 ft. are now being built and the company will build a large eltr. in the spring.

## IDAHO.

Kamiah, Ida.—Geo. Crow, formerly with the Vollmer-Clearwater Co. at Kendrick, has been transferred to this point to take charge of the warehouse.

Marysville, Ida.—The Farmers Eltr. & Exchange Co., Ltd., incorporated, \$25,000 capital stock, to buy, sell and deal in grain, livestock, fuel and farm products, and to build eltrs. packing houses and creameries. Incorporators, Jas. H. Wilson, Jos. H. Glover, E. M. Harris, and others.

## ILLINOIS.

Joliet, Ill.—The Union Eltr., which burned Sept. 2, will not be rebuilt.

Ludlow, Ill.—Wm. Murray has installed a 10-h. p. Columbus Gasoline Engine in his eltr.

Monticello, Ill.—W. H. Lake & Co., of Chicago, on Dec. 1 opened a branch office at this point.

Neoga, Ill.—L. Clark, J. T. Summerly and E. Garrison have purchased the eltr. of F. D. Voris.

Litchfield, Ill.—The Nobbe Grain Co. is building a warehouse and will engage in the wholesale feed business.

Kirksville, Ill.—R. C. Parks has purchased the eltr. of E. R. Boggs and has

engaged in the grain business for the first time.

Henton, Ill.—Jas. F. Umpleby, of Pana, has purchased a site at Dollville, the new town on the Frisco, which is not a post office.

Savoy, Ill.—The Savoy Grain & Coal Co. has not sold its eltr. as reported in this column recently, and its plant is not for sale.

Ferris, Ill.—Jas. R. Creig, of Wyoming, has purchased the eltrs. of W. P. Schertz & Co. at Ferris and McCall, which is not a post office.

Manhattan, Ill.—The H. T. Truby Grain Co., of Joliet, has secured a site on the I. T. & M. Ry. at Thayer station and will build an eltr. in the spring.

Kankakee, Ill.—Taylor Bros., of this place, are fast completing their 16,000-bu. eltr. at Yagers siding, near Momence, the work being done by Fred Friedline.

Bath, Ill.—McFadden & Co., of Havana, have purchased the old Jas. Fletcher flouring mill and will remodel it into an eltr., to take the place of the house burned in Oct.

Paloma, Ill.—The Paloma Eltr. Co. incorporated, \$2,500 capital stock, to do a grain commission and storage business. Incorporators, J. E. Lohr, W. W. Booth and J. H. Lummis.

Frankfort, Ill.—The Frankfort Eltr. Co. incorporated, \$50,000 capital stock, to deal in grain and building material. Incorporators, Howard S. Barker, Wilfred W. Barker and Thos. Manley.

Fairland, Ill.—The Fairland Grain & Lumber Co. incorporated, \$4,500 capital stock, to deal in grain, lumber and implements. Incorporators, Jas. C. Deers, Jas. Watts and W. J. Burnett.

Moweaqua, Ill.—Rodman & Sons are conducting a prize corn contest. An aggregate of \$34 is to be awarded in prizes Jan. 1, 1906, to farmer patrons who have raised corn from seed purchased from them.

Governor Deneen has reopened the matter of reducing the freight rates in Illinois by granting the railroads a further hearing Dec. 28. No full hearing will be again granted unless the roads make a good showing against the 20 per cent cut.

Sheldon, Ill.—Seven men were injured Dec. 13 while working on the grain tanks being built for the Cleveland Grain Co. The men were at work on a scaffold when it broke from the additional weight of a quantity of bricks which fell from the hoisting eltr.

Cooksville, Ill.—The Cooksville Grain Co. incorporated, \$10,000 capital stock, to do a grain, produce and merchandise business. Incorporators, John Hopt, N. L. Elbert and C. E. Wonderlin. Geo. Wissmiller has been elected pres. A plant will be built at once.

Decatur, Ill.—H. M. Bragg has taken charge of the joint office of H. H. Randolph and W. H. Lake & Co., of Chicago, and will also cover the same territory over which he has been traveling for Buckley & Co., of Chicago, for the past 5 years. He took charge of the office Dec. 1.

Peoria, Ill.—Grain dealers of central Illinois held their monthly banquet at the hotel Fey on the night of Dec. 5, about 80 being present. Among the speakers were M. F. Dunlap, pres. of the Grain

Dealers National Ass'n, I. P. Rumsey of Chicago and G. W. Hubbard, pres. of the state ass'n. A. G. Tyng was toastmaster.

## INDIANA.

Frankfort, Ind.—O. J. Fatzinger & Co. have succeeded Fatzinger & Bogan.

South Bend, Ind.—A Cincinnati bucket-shop has opened a branch office here.

Terre Haute, Ind.—B. G. Hudnut will build a 50,000-bu. cleaning and sacking elctr., for which Fred Friedline has prepared the plans and specifications.

New Lisbon, Ind.—Chas. W. Mouch has succeeded Mouch & Millikan, having purchased the interest of Clay Millikan. Edw. Dare will have charge of the elctr.

Sulphur Springs, Ind.—I have, by advertising in the columns of the Grain Dealers Journal, sold my elctr. to Frank H. Hagenbuch and will give possession Jan. 1.—John F. Crouder.

Dayton, Ind.—Finch & Freeman have just completed the 20,000-bu. addition to their elctr. A Bowlus Automatic Scale has been installed and the plant will be operated by electric power.

Laporte, Ind.—C. H. Johnson has contracted with Fred Friedline to remodel and equip his elctr. at Wall's Station with sheller, cleaner, two elctr. legs, 2 overhead wagon dumps, wagon scales and chain feed.

Ridgeville, Ind.—John Caylor, formerly in the grain business here, having sold to D. G. McFadden & Co., is no longer entitled to bids or market information. Receivers will save much postage by scratching him off their lists.

Windfall, Ind.—Discrimination by the Pan Handle Ry. against the Windfall Elctr. Co. in the supply of cars has so delayed the shipment of corn that the grain is heating, and the company has been compelled to haul the corn to farm barns to be spread about to cool. The company is suffering heavy loss, and now has a suit in court against the road for \$25,000 damages.

Indianapolis, Ind.—A corn train, which will run over the L. E. & W. Ry. will leave Indianapolis Dec. 26 for Laporte, stopping at principal stations. On Dec. 27 the train will run to Muncie; Dec. 28 to Rushville and back to Tipton; Dec. 29 to Ambia. On this train will be Professors Wiancko, Goss and Christie, of Purdue University, and D. F. Maish, of Frankfort, pres. of the Indiana Corn Growers Ass'n. It is expected that other roads will arrange for trains.

Indiana railroads have, it seems, been ignoring the provisions of the new railroad law. Paragraph "C" of "Section 14" makes it unlawful, under certain prescribed conditions, to charge more for a short than for a long haul. The Railroad Commission finds from the tariffs on file and from numerous informal complaints made to it, that, in many instances, greater charges are made for short than for long hauls, and with one exception, no application has been made, by the carriers, to the Commission, for the privilege so to do. Paragraph "D" of "Section 11" makes it unlawful for the carrier to contract, limiting its common law liability as such, or affecting the negotiability of its bills of lading. The sample Bs-L furnished to the Railroad Commission, by all the carriers which have reported, seem to disregard this provision of the statute.

## PROGRAM INDIANA DEALERS MEETING.

The program of the annual meeting of the Indiana Grain Dealers Ass'n., to be held at Indianapolis, Ind., at the Dennison hotel, which has made reduced rates, follows:

### WEDNESDAY, JANUARY 17TH.

Morning Session, 10 a. m.

Address of Welcome—President Geo. C. Wood, Windfall.

Secretary's Report—J. M. Brafford.

Treasurer's Report—Bert A. Boyd, Treas.

Appointment of Committees.

Be Friendly With Your Competitor—H. L. Bushnell, Hoopeson, Ill.

Discussion led by T. A. Morrison, Kokomo, Ind.

Afternoon Session.

Why Millers and Grain Dealers Should be Friendly—C. J. Pickering, Middletown, Ind.

Discussion led by J. C. Hite, Pt. Ind.

Millers Assn., Peru, Ind.

Why It Pays to Arbitrate Rather Than Litigate—C. E. Nichols, Lowell, Ind.

Discussion led by D. Anderson, Noblesville, Ind.

How Can We Assist In Securing Better Weights and Grades in Terminal Markets?—A. F. Files, Muncie, Ind.

Discussion led by J. W. McCardle, E.

H. Culver, Chief Insp. Toledo, and

J. D. Shanahan, Chief Insp. Buffalo.

Night Session, 8:00 p. m.

The Transportation Question from a Shipper's Point of View—H. E. Kinney, Indianapolis.

The Transportation Question from the Standpoint of the Railroads—Judge S. O. Pickens, Gen. Counsel Penn. R. R.

The Transportation Question from a Public Official's View—Union B. Hunt, Chrm., R. R. Commission.

### THURSDAY, JANUARY 18TH.

Morning Session. 9:30 a. m.

Report of Committees:

Elevator Insurance and Self-Inspection—C. A. McCotter, Sec'y G. D. N. M. F. I. Co.

Why We Organize—James W. Sale, Bluffton, Ind.

Discussion led by C. A. Burks, Decatur, Ill.

Who is a Scoop-shoveler? Who is a Regular Dealer?—E. M. Wasmuth, V.-Pt. I. G. D. A.

Discussion led by Charles S. Clark, Chicago, Ill.

Why We Should Maintain a National Association—A. E. Reynolds, Crawfordville.

Discussion led by H. L. Goemann, Toledo, O.

Afternoon Session.

How Can We Assist the Farmer in Raising a Corn in Indiana that Will Mature?—Prof. G. I. Christie, Purdue University.

Discussion led by E. A. Grubbs, Greenville, O.

Miscellaneous Discussion.

## INDIANAPOLIS LETTER.

The plans for the Board of Trade building have been approved by the building inspector. The building, when completed, will cost \$276,395. The work of excavating has already been commenced and the building is to be completed by December 1, 1906.

The National Hay & Grain Co., having offices in the Board of Trade building, has closed its doors. The liabilities of the company, according to the statement of creditors, will be between \$2,000 and \$4,000 and for these no plans for payment have been announced. The pres. of the company is B. J. Prater, who is also the mgr. The company's business has fallen off materially in recent months; so to many grain dealers the closing of the business came as no surprise. According to members of the Board of Trade, most of the losses of the company it seems were the result of extensive short sales of corn early in the season, as the company sold one item of 40,000 bus. to another Indianapolis firm for 38 cents for future delivery. This, as well as other large sales, has not been called and paper losses of this nature to the extent of \$15,000 or \$20,000 are shown by the accounts of other grain dealers. The company operated a small grain elctr. known as the Big Four.—C. P.

## INDIAN TERRITORY.

Muskogee, I. T.—W. L. Pitts & Co. contemplate building several elctrs. in the spring. The firm is composed of W. L. Pitts and W. A. Bell.

## IOWA.

Miles, Ia.—C. F. Mundy has succeeded F. Struve.

Grundy Center, Ia.—Theodore D. Froning died Dec. 7 from peritonitis, aged 33 years.

Sloan, Ia.—A 35,000-bu. elctr. is being built for the Farmers Cereal Co. by the Younglove Construction Co.

Olaf, Ia.—The Farmers Elctr. Co., recently incorporated, has a \$20,000 capital stock. J. K. Sheplee is interested.

McClelland, Ia.—The engine at the elctr. of the J. F. Twamley & Son Grain Co. froze up recently and did considerable damage.

Berkley, Ia.—The Farmers Grain & Live Stock Co., has bot the elctr. of the Peavey Elctr. Co., and will take possession early next year.

Corley, Ia.—Work has been commenced on the 25,000-bu. elctr. and corn shelling plant for Claus Albers by the Younglove Construction Co.

Gowrie, Ia.—The Farmers Elctr. Co. is selling its members large amounts of lumber in wagon load lots, for which it is charging high prices.

Hartwick, Ia.—John M. Swecker, grain dealer, filed a petition in voluntary bankruptcy Dec. 5. Liabilities, \$3,042; assets, \$2,379, which he claims are exempt.

Palmer, Ia.—After checking up its books the Farmers Elctr. Co. discharged Manager Philson, one of the professional cooperative promoters of the state.

Panama, Ia.—The elctr. of E. G. Miller was almost demolished Dec. 8 by a passenger train which jumped the track at the switch and crashed into the building. The house contained 6,000 bus. of grain and 60 gallons of gasoline.

Pierson, Ia.—The Farmers Elctr. Co. has figured up a cut-off on three months business and discovered an overrun of 1,200 bus. To whom belongs the grain? Careless men or methods attain the same result as dishonesty.—P. O. F.

The Des Moines rumor factory, which last year got out the report that the Rock Island road was going to engage in the



country eltr. business, evidently has been started again, judging by the recent fabrication that the Iowa Ass'n would work for a scale law.

The report that the Iowa Grain Dealers Ass'n would ask the state legislature to enact a bill providing for the state inspection of scales is a hoax. The Ass'n will ask for no legislation concerning scales. Grain dealers desiring to have their scales inspected by an expert are availing themselves of the services of E. J. Nolan, who is employed by the Ass'n, and who has inspected over 500 scales for grain shippers since May 1.

Rockwell, Ia.—Investigation shows that the Rockwell Co-operative Ass'n is charging its members prices for coal that give \$1 per ton profit. It handles about 4,000 tons of coal per year, thus earning about \$4,000 in profits on coal alone. As it is also charging members good margins of profit on lumber and merchandise, it may be understood how this famous organization is able to conduct a grain business without any apparent margin of profit. The annual statements have shown that the total expense of conducting the business is only about \$4,000 per year. Recently it opened a new merchandise store and has increased its line of general merchandise.

Straightcreek, Kan.—The eltr. for Hedge, Brown & Co., of Whiting, has been completed.

Topeka, Kan.—The 35th annual meeting of the Kansas State Board of Agri. will be held here Jan. 10, 11 and 12.

Ransom, Kan.—Mr. Fulton has purchased the eltr. of Shellenberg & Dubbs. The house will be repaired and a feed mill added.

Topeka, Kan.—F. D. Coburn, secy. State Board of Agri., has issued another of his unique cards advertising the state of Kansas.

Baker, Kan.—The eltr. of E. Harrington burned Dec. 7. The fire is supposed to have started from a spark from a passing locomotive.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. has completed 35,000-bu. eltrs. at Walker and also at Bolta, a siding on the U. P. Ry. in Russell Co.

Concordia, Kan.—The Welge Grain Co. is being organized by R. T. Welge and F. E. Martin. The firm will buy grain and mill products in car lots for shipment to the south.

Beverly, Kan.—M. Chamberlain & Co. have not sold their eltr. to the Farmers Eltr. Co., as was erroneously stated in this column, Nov. 25, and there is no Farmers Eltr. Co. at that station.

Colby, Kan.—R. P. Morrison has completed a 25,000-bu. eltr. here instead of the R. S. Morrison Grain Co., as reported in this column recently. The eltr. is a cribbed house and modern in its equipment.

The annual meeting of the Kansas Grain Dealers Ass'n will be held in Kansas City, Mo., Jan. 18-19. A one fare rate plus \$1 has been secured for the round trip, and a good attendance is looked for.

Wichita, Kan.—The Sedgwick block, in which is located the majority of the grain firms of Wichita, was badly damaged recently by a fire which started on the third floor. With the exception of

damage from water none of the grain firms suffered. The loss on the building was \$10,000.

Wichita, Kan.—The Wichita grain market is improving right along and is now handling more consignments than ever before. About 20 grain firms are located here and a session is held every day at 11 a. m., at which most of the local mills and grain men are represented. The daily receipts run from 5 to 20 cars, which do not include the cars which are billed direct to export ports.

Goodland, Kan.—F. M. Fox is building a 10,000-bu. eltr., which will be operated under the name of the Farmers Eltr. P. H. Pelkey has the contract. The building will be 28 ft. square and 30 ft. high, the dump extending 16 ft. below the surface of the ground. It will be equipped with an 8-h. p. gasoline engine and will cost, complete, \$2,500. Mr. Fox was formerly in the grain business in Polk county, Neb.

## KANSAS LETTER.

Belleville.—E. A. Fulcomer has succeeded J. Fulcomer & Son.

Bushton.—The Bushton Live Stock Co. has succeeded W. R. Robbins.

Harlan.—C. A. Kolbfleisch has purchased the eltr. of Roy McMillan and has taken possession.

Powhattan.—The J. H. Kinnear Grain Co. has purchased the eltr. of S. Bredahl and has taken possession.

Hiawatha.—S. B. Samuelson & Co. have traded their eltr. for the eltr. of P. M. Kelly, of Robinson, who took possession Dec. 11. Mr. Samuelson will reside in Hiawatha.

Wakeney.—The Central Lumber Co. has purchased the grain, coal and lumber interest of F. S. Diebold. Claude Hardman, of Downs, has taken charge for the new owners.

W. F. Peacock and the Blue Rapids Mill & Elv. Co., of Blue Rapids; R. L. Moore & Co., of Irving; Robert J. Lewis, of Home City; John Thomas, Prairie View; LaRue & McIlvain, Phillipsburg; have lately become members of the association.

Altamont.—The eltr. of J. H. Ruse burned recently with 15,000 bus. of shelled corn, 5,000 bus. of ear corn and 5,000 bus. of wheat. Loss over \$15,000; insurance, \$5,000 on contents and \$5,000 on building, all in mutual companies. Origin of fire unknown.

Yates Center.—C. R. Keller has obtained judgment against the M. P. Ry. under the new law providing for reciprocal demurrage. Cars had been ordered, one-fourth of the freight tendered, but the railroad company failed to deliver the cars and judgment was obtained for \$1 per car per day on account of such failure. This is the first case brought in Kansas under this law.

Topeka.—The hearing of the bankruptcy case of W. L. Taylor before Judge Pollock, set for yesterday, was postponed and when the hearing comes up there will be a legal contest over the depositing of the receiver appointed by the Shawnee district court and the appointment of a receiver by Judge Pollock. A suit was brought in the district court by creditors of Taylor and the Gyrator mill was placed in the hands of Charles K. Holliday as receiver. In the bankruptcy proceedings in the federal court an application was made for a receiver, which means that if

Judge Pollock appointed a receiver the federal court will take possession of the property now in the jurisdiction of the Shawnee court.

Local meetings were held in Marysville and Phillipsburg Dec. 8 and 15. Those in attendance at the Marysville meeting complained that they were not getting a square deal on inspection in Kansas City. All of the dealers located on the St. Joe & Grand Island railroad stated that practically all of the grain sold to any Kansas City concern would grade No. 4; while corn consigned or shipped to other markets would grade No. 2 or 3. J. W. Radford, chief grain inspector, was in attendance at the meeting and stated, that as far as his department was concerned no discrimination was shown. He stated that no further reinspection would be granted unless same was called for within five days after first inspection.

The following dealers were in attendance at the Phillipsburg meeting: W. H. Miller, Rexford; John Thomas, Prairie View; Bandt Bros., Cedarville; E. I. King, Logan; C. Quanz, Marvin; R. H. Sheldon, Smith Center; LaRue & McIlvain, Phillipsburg; Bandt Bros. of the Phillipsburg Mill & Elv. Co.; F. E. Logan, representing the Logan Grain Co., of Kansas City; J. E. Gurnea, Phillipsburg; and Sec. Smiley, of Topeka.—M. S.

## KENTUCKY.

Cadiz, Ky.—The mill and grain warehouse operated by Smullen & Adams, on the Muddy Fork Creek 5 miles from Cadiz, burned recently, with a quantity of wheat. Loss, \$6,000; no insurance.

## LOUISIANA.

New Orleans, La.—Eltr. D., which was burned a year ago, loaded the first ship since its reconstruction, Dec. 9. On account of delay in the receipt of steel it was necessary to place temporary wooden conveyors for the loading of the first boat. The first shipment of bulk barley recently was made from this city port.

## MARYLAND.

Baltimore, Md.—The contract has been let for the erection of a No. 10 Hess Drier for Canton Eltr. No. 3, to the Hess Warming & Ventilating Co.

Seneca, Md.—The eltr. of the Ernest Darby Co. burned Dec. 14 with a large quantity of grain. Loss about \$6,000. The house received grain for shipment by canal.

Baltimore, Md.—The firm of John S. Smith & Co. has been reorganized owing to the death of John S. Smith, and business is being continued under the firm name of Harry M. Rever & Co.

## MICHIGAN.

Detroit, Mich.—John Jack has been appointed chief grain inspector of the Board of Trade.

Grand Rapids, Mich.—The Gelock-Fleming Co. incorporated, \$5,000 capital stock, to do a storage business and buy and sell grain, feed, produce, fuel, etc. The officers of the company are: Martin Gelock, pres.; Wm. S. Winegar, secy.; Samuel A. Fleming, treas.

Detroit, Mich.—The Commercial Milling Co. has brought suit against the Western Union Telegraph Co. to recover a loss of 10c per bu. in the price paid for a large quantity of wheat, the Western Union

having failed to deliver the buying order, which was followed by an advance.

### MINNEAPOLIS.

The 20,000-bu. feed house for the Exchange Grain Co. at St. Louis Park has been completed.

Separate pits for traders in large and small lots of wheat are talked of on the Chamber of Commerce.

A 30,000-bu. transfer eltr. and feed grinding mill is being erected for E. P. Phelps & Co. by the Younglove Construction Co.

All carload records at Minneapolis were broken Dec. 19 by the receipt of a car containing 2,330 bus. of No. 1 northern wheat for the Pioneer Steel, Eltr. Co.

S. Solverson, formerly with the Minnesota Grain Co., has opened an office in the Chamber of Commerce building and has engaged in the grain commission business on his own account.

In the suit brought by the Chamber of Commerce to restrain J. E. Wells & Co., from using the continuous market quotations an appeal was taken to the Supreme Court, which on Dec. 11 heard arguments.

F. H. Robertson is charged with having been implicated in an alleged discretionary wheat pool last spring, and was held in \$2,000 bail by U. S. Commissioner Shields, at New York, Dec. 13. Robertson was an associate of A. C. Vaughan, who fled from Minneapolis after having conducted a get-rich-quick grain swindle. Robertson was indicted by the federal grand jury at Minneapolis last spring and was traced to New York by the post office inspectors.

Fake charities need no longer apply to members of the Chamber of Commerce. Abuse of the generosity of the grain men has become so common that in self defense the Chamber has established a bureau of charities in charge of the secy's office. Pres. P. B. Smith says, "There are a good many clergymen and other persons of high standing identified with charitable work, who have long been in the habit of calling upon their friends in the offices in the chamber, and they are not to suppose that it is the purpose of the chamber in any way to interfere with or place any handicap upon their work. But a host of miscellaneous solicitors, strangers to the members, and often with rather loose credentials, have operated in the building. Recently cases of imposition have been brought to our attention, and, for the protection of our members against fraud, and also that persons who are really deserving may receive attention, we have decided to refer all such matters to Mr. Jamme, who will investigate them."

### MINNESOTA.

Olivia, Minn.—The farmers and merchants are organizing to build an eltr.

Hills, Minn.—The eltr. of the Atlas Eltr. Co. was partially destroyed recently by fire.

Worthington, Minn.—A. A. Truax has sold his eltr. to C. L. Maxwell, of Scotland, S. D.

Bingham Lake, Minn.—Liem & McMurry have purchased the eltr. of the Farmers Eltr. Co.

Peterson, Minn.—The Farmers Eltr. Co. incorporated, \$20,000 capital stock. John A. Currie is pres.

Duluth, Minn.—The Board of Trade has made the Capital Eltr. a regular eltr. Its capacity is 1,600,000 bus.

St. Paul, Minn.—The Union Mills have been incorporated to manufacture flax, cotton and other vegetable fibers.

Minneapolis, Minn.—The scale inspector of the Tri-State Grain Dealers Ass'n after being on the road a month resigned.

Avoca, Minn.—The eltrs. of the Hubbard & Palmer Co. and the Peavey Eltr. Co. have been closed for the season.—L. D.

Duluth, Minn.—The steamer Grammer has taken an immense cargo of oats amounting to 372,500 bus. for winter storage.

Windom, Minn.—The Co-operative Eltr. Co. has leased the plant of the Benson Grain Co. The new company is composed mostly of merchants and a few farmers.

St. Paul, Minn.—The federal district attorney here has received special instruction from Atty-Gen. Moody at Washington to investigate all violations of the Elkins law.

Thief River Falls, Minn.—Jas. Ward and S. Eddson are charged with stealing wheat in transit on the Soo Road at this place. Ward recently was captured at Winnipeg, Can.

Slayton, Minn.—The addition being built to the eltr. of Mark N. Tisdale will increase the capacity of his eltr. 8,000 bus. The eltr. of the Hubbard & Palmer Co. is closed.—L. D.

Davidson, Minn.—The eltr. of the Federal Eltr. Co. burned recently with 15,000 bus. of flax and a N. P. box car. The company will rebuild in the spring. W. J. Porter was mgr. of the house.

Worthington, Minn.—The eltr. of the Benson Grain Co., which has been closed for some time, will be overhauled and opened after Jan. 1. The eltr. of the Hubbard & Palmer Co. is closed.—L. D.

St. Paul, Minn.—The South St. Paul Stock Yards Co.'s new circular steel eltr. is not yet completed and from present indications, the delay in getting out the steel work will prevent any grain being handled by the new house until next spring.

Mazeppa, Minn.—Theodore Maas, of Theodore Maas & Co. representing the R. E. Jones Co., had a narrow escape Dec. 18 while working around the eltr. He was caught by a bolt projecting from a coupling on the line shaft between the engine house and the eltr. He saved himself from being wound up by holding to the walk until the shaft was drawn out of line and the coupling broke.

The Minnesota Railroad and Warehouse Commission is getting out a circular urging grain dealers to buy oats on the basis of 32 pounds to the bu., and advising farmers to refuse to sell at any other weight than 32 pounds per bu. The Commission gives notice that it will undertake to prosecute any case where proper complaint is made and supported by evidence that excessive weights are demanded. It has been alleged that some buyers are taking 33 and 33 1-3 pounds to the bu., with the justification that it is on account of dockage.

St. Paul, Minn.—Geo. S. Loftus has issued a leaflet entitled "What's the Matter with Minnesota?" exposing the exorbitant freight rates exacted on farm products by the Hill roads, whereby the valuation of Minnesota farm lands is kept

down far below that of land across the state line in Iowa. The robbery practiced by the Hill roads is shown by the comparative net earnings of the railways in Minnesota and Iowa. Earnings per mile are \$4,900 in Minnesota and \$1,730 in Iowa. Equalizing the mileage of the two states, says Mr. Loftus, Minnesota paid at the rate of \$24,112,000 more than Iowa in the net earnings to its railroads in 1903.

### MISSOURI.

Montgomery City, Mo.—D. B. Sailor has succeeded Hensley & Sailor.

Kansas City, Mo.—The Southwestern Eltr. Co. has closed its office here for the present.

St. Louis, Mo.—Manley G. Richmond is mentioned as a candidate for the office of pres. of the Merchants Exchange.

Kansas City, Mo.—Millers in the interior of the state are making complaint against the out-inspection at this city by the Missouri state inspection dept.

Kansas City, Mo.—It is rumored that the recent visit of the post office inspectors to this city was to investigate the National Board of Trade, an ass'n of bucket-shoppers.

Kansas City, Mo.—The Wolf & Eddy Grain Co. incorporated, \$3,000 capital stock. Incorporators, Foster S. Wolf, Leonard J. Eddy, M. F. Forsee and S. P. Forsee.

St. Louis, Mo.—Fire in the Merchants Exchange basement on a recent Sunday morning melted all the telegraph and telephone wires running into the building. The damage amounted to \$5,000.

St. Louis, Mo.—The M. K. & T. R. R. has given notice that on all grain forwarded via its line a Board of Trade Weighmaster's certificate of weight will be required to be filed with the billing.

Kansas City, Mo.—Effective Jan. 1 the Burlington has announced that the rate on export corn from this city to Baltimore will be 4½¢ over the rate to the gulf and from Omaha 3½¢ higher than from the gulf, making the export rate on corn from Kansas City to Baltimore 21½¢.

St. Louis, Mo.—Damaged cars are being reported in a daily bulletin issued by the Merchants Exchange beginning Dec. 14. Receivers will be apprised of the bad order cars in time to give shippers prompt advice and state the causes of loss in transit. From 10 to 35 grain cars reach this city in bad order every day.

Kansas City, Mo.—The directors of the Board of Trade have been petitioned to recommend an amendment to the rules of the Board to enable the establishment of a sampling bureau, which bureau, when established, shall bring to the board of trade the advantage of having correct samples furnished to the owners and consignees of grain early on the day of arrival, and such other advantage or advantages as accrue to other exchanges where sampling bureaus are maintained.

### MONTANA.

Red Lodge, Mont.—Work has been commenced on the eltr. for L. O. Caswell.

### NEBRASKA.

Denton, Neb.—The eltr. for H. F. Austen has been completed.

Bancroft, Neb.—The McCaull-Webster Eltr. Co. is building an eltr. at Farley, the



new town about 4 miles northeast of Bancroft.

Dixon, Neb.—The eltr. for D. C. Carroll has been about completed.

Waterbury, Neb.—The Thorpe Eltr. Co. is building a large corn crib.

Springfield, Neb.—Nieck & Nicholson have succeeded J. M. Elwell.

Oakland, Neb.—The 40,000-bu. eltr. for Sampson & Swanson has been completed.

Albion, Neb.—The car situation at this time is something fierce.—Albion Eltr. Co.

Omaha, Neb.—The Urdike Grain Co. has increased its capital stock to \$1,000,000.

Hooper, Neb.—Mr. Spielburg has let the contract for the erection of a 40,000-bu. eltr.

Bookwalter, Neb.—Will Johnson, of Clay Center, has bot out and succeeded R. W. Nelson.

Plattsmouth, Neb.—The Burlington Road is running a seed corn special arriving here Dec. 30.

Madison, Neb.—The 20,000-bu. eltr. for Thos. J. Malone & Son at Enola (no P. O.) has been completed.

Davenport, Neb.—J. H. Gregg, of St. Joseph, Mo., has installed a new Fairbanks Scale in his eltr. here.

Avoca, Neb.—The Avoca Eltr. Co. incorporated, \$5,000 capital stock. Adolph Stutt, and others, are interested.

Omaha, Neb.—The 150,000-bu. eltr. for Merriam & Holmquist has been completed and was opened for business Dec. 11.

Yutan, Neb.—The O. F. Peters Grain Co. will soon commence work on the erection of an eltr. at Leshara, which is not a post office.

Pickerell, Neb.—N. W. Spellman, formerly in the grain business at Beatrice, has taken charge of the eltr. for the Omaha Eltr. Co.

Byron, Neb.—W. D. Fisher will take charge of the eltr. of Fisher & Reeves in place of I. B. Stewart, who will buy grain on his own account.

Winnebago, Neb.—The Blenkiron Grain Co., of Sioux City, Ia., is building a 15,000-bu. eltr. The Younglove Construction Co. has the contract.

Omaha, Neb.—C. A. Peterson and J. P. Crouse, dealers in feed and grain, are charged with having adetted children in stealing grain from the eltr. of Merriam & Holmquist.

McCool Junction, Neb.—The Farmers Eltr. Co. which has operated a leased eltr. for one year, has been forced to quit, owing to quarrels on the matter of how the business shud be conducted.

Ellis, Neb.—G. W. Warner, of Beatrice, has purchased the 27,000-bu. eltr. of the J. Rosenbaum Grain Co., of Chicago. M. L. Carpenter, who has had charge of the house for the past 8 years, will remain as mgr.

Homer, Neb.—The Blenkiron Grain Co., of Sioux City, Ia., is building a 15,000-bu. eltr. for which the Younglove Construction Co. has the contract. The McCaull-Webster Eltr. Co., of Minneapolis, Minn., will build an eltr.

Winside, Neb.—An accident happened at the eltr. of the Peavey Eltr. Co. Dec. 13 when a wagon loaded with grain was driven onto the dump which had not been properly secured. The driver of the wagon had his leg broken.

Dakota, Neb.—The Blenkiron Grain Co., of Sioux City, Ia., has let the contract for the erection of a 15,000-bu. eltr. to the Younglove Construction Co. A lumber yard and coal sheds will be put in in connection with the eltr.

Beaver Crossing, Neb.—The ad in the Grain Dealers Journal brot us plenty of buyers and on Dec. 21 we sold our eltr. and lumber yard to the Dawson Grain Co., of Linwood. The Journal is all right to advertise in.—Kellner Grain & Lumber Co.

Brunswick, Neb.—The Blenkiron Grain Co., of Sioux City, Ia., has completed eltrs. at Brunswick, Belden, Copenhagen (no P. O.), Dixon, Plainview, Wareham (P. O. Belden), and Randolph, all towns on the O'Neill branch of the G. N. Ry.—L. D.

Homer, Neb.—The Devereux Eltr. Co., of Minneapolis, Minn., has let the contract to the Younglove Construction Co. for the erection of 20,000-bu. eltrs. at Homer, Nickerson and at Stations No. 5 and 8 on the Sioux City-Ashland extension of the G. N. Ry.

Lindsay, Neb.—Paul Van Ackeren, local mgr. for the Crowell Lumber & Grain Co., and H. J. Kinch, local mgr. for the Trans-Mississippi Grain Co., have resigned their positions and will form a partnership Jan. 1 and engage in the grain business independently.

Edholm, Neb.—Frank Faulkner has leased the eltr. from the Wells-Abbott-Nieman Co., of Schuyler. He formerly had charge of the house for the company but a year ago the house was leased by the Dawson Grain Co., of Linwood, which closed it and ran only its own at this point.

Albion, Neb.—The Omaha Eltr. Co. is repairing and painting its eltr. The Nye-Schneider-Fowler Co. is building a smoke-stack on its engine house and is also moving and repairing its coal sheds. E. C. Culver has succeeded his son, E. H. Culver, as agt. for the Westbrook-Gibbons Grain Co.

Doubtless Tom Worrall is happy since the grain trust went to pieces, but it is reported upon good authority that the only real genuine grain trust that ever operated in this part of Gage county in which the railroads were brought into play with the big dealers, was instituted and pushed to a successful issue by the wily Tom.—Blue Springs Sentinel.

David City, Neb.—Lewis Spelts, pres. of the Spelts Grain Co., died Dec. 17, after an illness of only 8 days, from a clot of blood on the brain. Mr. Spelts had been engaged for over 20 years in the grain business and for a number of years was a member of the firm of Spelts, Hitchcock & Olney, in the grain and live stock commission business in South Omaha. At the time of his death he was pres. and mgr. of the Spelts Grain Co., which operates a line of eltrs. along the B. & M. R. Ry. in Neb. and also owned a cattle ranch in Garfield county. Mr. Spelts was 62 years of age.

## NEW ENGLAND.

Middletown, Conn.—A. H. Reynolds will begin soon the erection of an eltr. on a site which he purchased a few months ago.

Manchester, N. H.—F. H. Masse & Co. have succeeded the West Side Hay & Grain Co. The members of the firm are

the same and Mr. Masse retains its management.

Boston, Mass.—Daniel D. Morss has been elected secy. of the Chamber of Commerce to succeed Elwyn G. Preston, who retired last June. Mr. Morss has been acting as secy. since the retirement of Mr. Preston. He has been a prominent member of the Exchange since its organization in 1886, and was also a member of the Boston Corn Exchange and later of the Commercial Exchange.

## NEW JERSEY.

Newark, N. J.—Manning Freeman & Son incorporated, \$50,000 capital stock, to do a wholesale business in grain, coal and lumber. Chas. M. Freeman will have charge of the business.

## NEW YORK.

New York, N. Y.—The Hay & Grain Dealers Ass'n of the City of New York was recently organized with the following directors: Frank J. Lennon, Smith Pine, Jas. H. Rollins, J. E. Adams, Jr., Wm. Ladew, Geo. N. Reinhardt, John Moonan, Theodore P. Husfman and Horace L. Ingersoll.

New York, N. Y.—Receipts of hay via railroads have slightly increased but the supply is not enough to fill demand, and with the car question still in unsatisfactory condition, now is the time to make a great effort to get to market, with the assurance of good returns; let it come quick.—Gilbert Plowman & Co.

Buffalo, N. Y.—The estate of Edgar T. Washburn was settled Dec. 6 by a compromise, Referee Wm. H. Hotchkiss allowing the contesting parties an equal share in the estate, which amounted to \$4,100, minus the amount for attorney's fees and necessary expenses. Mr. Washburn was a member of the grain firm of Heathfield & Washburn, which went into bankruptcy shortly after Mr. Washburn committed double murder and suicide, and the question to be settled was whether the property should go to his wife's heirs, or for payment of debts incurred by the bankrupt firm.

New York, N. Y.—A petition asking the amendment of the rules of the Produce Exchange relating to delivery of grain in store at Buffalo on New York contracts is being circulated. Under the operation of the present rule a buyer of wheat in New York for delivery a certain month, expecting delivery during the month, possibly with a view to shipping it out, has frequently been tendered on the last day of the month a Buffalo delivery, meaning anywhere from one to three weeks delay in getting the wheat to New York. On account of the congestion of traffic between Buffalo and New York it is vastly easier to make delivery at Buffalo than at New York, and the penalty on Buffalo delivery does not compensate for the delay suffered by exporters.

## BUFFALO LETTER.

The feature of the local grain trade is the small amount of wheat on sale here. Some days there is no winter wheat offering and the millers have their supply of spring wheat laid in, so business will have to be confined to corn and oats.

Chief Inspector Shanahan is getting his work fixed up so that he can make a trip to Wisconsin early next year and look into the State inspection situation. He has been wanted up there a month or more,

but was not able to get away, on account of the rush of car grain.

Afloat here are 37 lake grain cargoes for winter holding, amounting to 5,191,000 bus. of wheat, 2,461,000 bus. of flaxseed, 233,000 bus. of oats, 125,000 bus. of rye and 74,000 bus. of barley, a total of 8,084,000 bus. which is much more than is usually held here in that way.

Canal boatmen say that there is prospect of the building of a new fleet of boats this winter, not waiting for the deeper water. Had they been ready this fall they would have made a lot of money on 5-cent wheat to New York. The trouble with them is that they will carry only 1-200,000 bus. in a whole season, while so many 1,000-ton barges would carry at least 5,000,000 bus. in a season.

Millers are noting that the price of spring wheat is up to the New York May price for No. 1 northern, which seems to indicate that speculators have found out that there is very little here beyond the bonded wheat afloat, and in eltr., which cannot be used without the payment of 25 cents a bu. duty. Millers claim to have an unusual amount and they will need it if they must depend on speculators if they get out before spring.

The Wabash Ry. Co. announces by circular on 'Change that it will reconsign grain eastbound from Buffalo and absorb the quarter cent reconsignment charges when the previous transfer charge has not been absorbed. Grain for Buffalo will be charged local rates, but the through rate will be substituted when reshipped inside of six months. On local deliveries the Buffalo switching charges will be absorbed. This is somewhat more liberal than certain other roads offer.

Lake men have a sort of sweet revenge on the way the season has ended. Car shortage robbed the city of much of the lake grain trade to which it was entitled, for it seems to have been easier to get cars at the western shipping point than it was in Buffalo, especially where Buffalo must find cars for close to a million bushels a day to keep up with receipts. After awhile cars ran short over Canadian routes, which took naturally a big share of Northwestern grain and then the flood came here.

The American Malting Co. has let the contract for building its great harbor malt house the eltr. in connection being let some time ago to James Stewart & Co. The concrete dock in front has already been built and a good depth of water has been dredged out. The malt house proper will be 130 x 218 feet, the kiln house, 130 x 125 and the machinery and stair hall, 16 x 130, making the size over all 130 x 360 feet. The entire plant will cost \$1,250,000 and will have a capacity of 10,000 bus. of barley a day. The eltr. will hold 2,250,000 bus., making it the largest malt house eltr. in the world. For malting machinery the Saladin compartment system will be used. —J. C.

## NORTH DAKOTA.

Wilton, N. D.—Thompson & Co. will build a 30,000-bu. eltr.

Streator, N. D. (no P. O.)—The Powers Eltr. Co. is building a 20,000-bu. eltr.

Series, N. D.—The G. N. Ry. will build an eltr. to hold bonded wheat, coming from Canada.

Grand Forks, N. D.—The Diamond Mill Co. has purchased a site and will build an eltr. next year.

Wheelock, N. D.—O. O. Huseby has succeeded H. R. Schriver as grain buyer for the Twin City Eltr. Co.

Aneta, N. D.—Martin Lee is building a 30,000-bu. eltr. He is at present buying grain for the Farmers Eltr. Co.

Baden, N. D.—The Osborne-McMillan Eltr. Co. has completed a 24x40 ft. annex to its eltr., to be used for wheat.

Fullerton, N. D.—J. E. Bunday will have charge of the eltr. of Marshall & McCartney when it is completed.

Calvin, N. D.—The eltr. companies have started a fight. Bran & Co. have been buying on track and paying over market, line companies claim.

Wimbledon, N. D.—Large additions are being built to the 5 eltrs. at this point, increasing the grain capacity of the town about 100,000 bus.

Edmore, N. D.—The 30,000-bu. eltr. for McCabe Bros. has been completed at Liston siding between Edmore and Lawton. L. O. Hickok had the contract.

Edmore, N. D.—No cars are being received here from the G. N. Ry. and thousands of bus. of grain have been turned to the Soo Line. All the eltrs. are full.

Sherbrooke, N. D.—The Pickert Farmers Eltr. Co. incorporated at Pickert, \$50,000 capital stock. Incorporators, S. H. Nelson, W. W. Archer and J. W. Stansborg.

Walhalla, N. D.—The Federal Eltr. Co. will rebuild at once the eltr. which collapsed recently. All but about 200 bus. of wheat that the house contained was saved.

Gackle, N. D.—About 50 per cent of the grain in this vicinity is still in the farmers' hands. Owing to the condition of the roads there has been a falling off in the receipts here.—W. G. Kirkpatrick, agt. Lyon Eltr. Co.

Kenmare, N. D.—The new grain bin, recently erected for the Cargill-Robb Eltr. Co., burst Dec. 8 and a large quantity of grain was scattered on the ground. Very little of it was lost as it was taken up and loaded into cars.

Driscoll, N. D.—Sullivan Bros. have been granted a site and will soon begin the erection of a 26,000-bu. eltr. and lumber yards. The eltr. will be equipped with a Strong & Northway roller feed mill and 16-h. p. gasoline engine. The plant will cost \$12,000.

Edmore, N. D.—The Burgess Eltr. Co. recently filled a flat house with 9,000 bus. of grain, but the underpinning gave way and the grain was soon on the ground. It is said that the National Eltr. Co. contemplates building an eltr. on a site recently purchased from the Hawkins Lumber Co.

Drake, N. D.—The 13,000-bu. eltr. of C. G. Ireys burned recently with nearly its full capacity of grain, the office and a Soo Line box car. The 18,000-bu. wheat bin, nearly completed by the Royal Eltr. Co. between its eltr. and the eltr. of Mr. Ireys, was partly torn down in order to save the Royal Eltr. Loss, \$10,000. A new eltr. with capacity for 30,000 bus. will be built as soon as possible.

Amenia, N. D.—The 3 eltrs. of the Amenia & Sharon Land Co. burned Dec. 8 with 75,000 bus. of wheat and 25,000 bus. of flax. The houses had a combined capacity of 250,000 bus. Loss on buildings,

\$26,000; insurance, \$16,000. Loss on grain covered by insurance. The fire is supposed to have been started by a heated pulley in the cupola of the middle eltr. The company will rebuild as soon as possible in the spring.

## OHIO.

Columbus, O.—The local branch of a Cincinnati bucket shop has failed leaving the usual number of mourners.

Hamilton, O.—The safe in the office of the eltr. of Anderson & Schaeffer was wrecked by burglars Dec. 19 but nothing was secured.

Green Camp, O.—Geo. W. Stewart has purchased the plant of the LaRue Grain & Eltr. Co. and will operate it under the firm name of the Stewart Grain & Eltr. Co. He has been assistant mgr. of the plant.

Cincinnati, O.—The following delegates have been appointed by the directors of the Chamber of Commerce to the National Board of Trade: Jas. T. McHugh, H. L. Early, R. W. Wise, J. F. Ellison and Chas. B. Murphy.

Springfield, O.—The erection of an eltr. is contemplated on the Columbus, London & Springfield Ry., and electric line, at Brighton. Floyd Gray is negotiating with the officials of the road for the establishment of the house and shipment of grain and coal.

Cincinnati, O.—The directors of the Chamber of Commerce have unanimously adopted the report of the special committee on weighing and has a committee drafting the rules and considering the appointment of the chief weigher for the new weighing department. The establishment of the bureau of weights shud place Cincinnati on a parity with any market in the country on the question of weights. The fee for weighing will be 50c per car of grain and \$1 per car of hay, to be borne by the shipper. In order to maintain the bureau it will be necessary for shippers to demand official Chamber of Commerce weights, as some opposing interests intimate they will buy grain on their own weights, thereby depriving the Chamber of the revenue needed to maintain the bureau. As soon as the bureau is established notice will be given shippers in this column.

## TOLEDO LETTER.

The movement of all kinds of grain is being held up because of the great shortage of cars. The receipts and shipments are running very light. Improvement is looked for after New Year's.

Archbold, O.—The 25,000-bu. eltr. of the Archbold Mill & Eltr. Co. has been sold to John Monroe and Charles Humphrey, of Wauseon, O., who will take possession after the first of the year.

For breaking into the Madison avenue residence of G. B. McCabe, the grain man, and stealing goods to the amount of about \$150 one day last summer, J. S. Jones was given a sentence of 5 years in the Ohio penitentiary.

The custom house report shows that only 562,000 bus. of corn were shipped from this port this season, the shipments of wheat totaling 1,023,000 bus. The receipts of wheat by water amounted to but 267,000 bus.

The Toledo, Bowling Green & Southern electric line, which operates between Toledo and Findlay, passing through three



counties, Lucas, Wood and Hancock, contemplates embarking in the business of handling grain for the farmers along the line. There are at least a half dozen good points, where eltrs. could be built with profit.

The largest cargo of flax received at this port this season contained 125,000 bus. from Superior, Wis. The seed will remain in storage on the steamer Spokane for the winter. As navigation has closed for the year, the custom house reports that a total of 955,222 bus. of flaxseed have been received during the season, an increase of 138,222 bus. over 1904.

Local receipts of corn still show that the grain is in a damp condition. Many a hot car has been received during the past couple weeks. Word from eastern markets show that many cars received are disposed of at below 25 cents a bus., so bad is the condition of many carloads sent from this state. The receipts here from points in Illinois and other states west continue to show the grain to be of excellent quality and well conditioned.

John F. Courcier, secy. of the Grain Dealers National Ass'n expresses himself as being pretty well satisfied with the provisions of the Dolliver bill, taking exceptions to one paragraph only. This paragraph is wholly in favor of the railroads, in that after the rates, as established by the Interstate Commerce Commission, shall become void after having been observed by the railroads for a period of one year. Secy. Courcier believes that the rates should prevail continuously, and that when the railroads are desirous of another change, that they shall give the Commission such information.—H. D.

## OKLAHOMA

Oklahoma City, Okla.—The Acme Milling Co. is increasing its eltr. capacity.

Yukon, Okla.—The Yukon Mill & Grain Co. will build a steel eltr. and 6 storage tanks.

Perry, Okla.—The Tyro Mill & Eltr. Co., of Perry, and Tyro, Kan., incorporated, \$25,000 capital stock. Incorporators, Henry Dolezal, of Yukon, Jos. Fyala, Tyro, and J. E. Dolezal, Perry.

El Reno, Okla.—Maney Bros. & Blake have bot out the owners of the Canadian Mill & Eltr. Co. and will take possession Jan. 1, but will retain the old firm name. The mill here will be remodeled at once. The firm has eltrs. at Cereal, Richland, Piedmont, Okarche, Calumet, Union and Hinton (Richland P. O.). \*

## OREGON.

Salem, Ore.—The operation of the Portage Road from The Dalles to Celilo has resulted in a reduction of 5 cents a bu. on grain shipped in its territory, for its reduction was met by the O. R. & N. Co. Over 18,000 sacks of wheat were shipped over the new road in Nov.

## PENNSYLVANIA.

### PHILADELPHIA LETTER.

C. L. Wagar & Co. are making preparations to occupy more extensive quarters.

Cob Corn is becoming a rare product here, and scarcely any samples are visible just now on the tables about the grain floor of the Bourse.

The accepted resurrection of the Keystone Eltr. Co. contention before the re-

cent session of the Commercial Exchange grain committee proved a flat failure.

At the last meeting of the Directors of the Commercial Exchange it was decided to advance the yearly membership dues from \$25 to \$30. The muster roll includes 414 names.

The last day of the old year will be a memorable event on the grain floor, and speed the parting and welcome the coming will be celebrated with a package war, brass bands, cake walks, and all sorts of jollification and pleasure trouble.

Just at this particular time of the year a general quietude prevails on 'Change, and stock taking, settling old accounts and arranging for the necessary Christmas presents seems to be engrossing considerable time of the average trader with customers waiting until the New Year opens.

Wheat is a shade higher since last report. Corn is steady as well as oats. Feed is gradually improving in price under an increasing demand, but there is a scarcity of cars. Hay has receded just a trifle in value on the best Timothy offerings, and there is a plentiful supply of mixed and ordinary grades which sell slowly. Straw continues in ample receipts and prices are fairly steady.

Oats men are contending over the question of uniform grading. Some claim, like Treasurer S. C. Woolman, that the grading here on oats is too low, while others, like J. B. Pultz, maintain that it is simply a misunderstanding of the Philadelphia system, which for many years has been indorsed by the highest grain authorities both at home and abroad.—S. R. E.

## PITTSBURG LETTER.

Rye has moved but little for the last two weeks, although prices have remained unchanged during that time. No. 2 Michigan commands 75 to 76 cents. Receipts are quite ample for the limited demand of the present.

Millfeed quotations underwent a slight change for the better a few days ago. Good middlings are especially in request. No. 2 white are quoted at \$20 to \$20.50, while coarse winter wheat bran in bulk brings \$16.50 to \$17.

Receipts of straw have been increasing for some time, so much so that the market is weaker. A predicted lower range of values has not come, so far as listed quotations are concerned. Better demand is not looked for until after the holidays, for the trade is now fairly well supplied. No. 1 values are, for oat and wheat, \$7.50 to \$8, and for rye, \$8.50 to \$9.

From a plentiful supply of hay receipts have increased until there is now more than a sufficiency for all requirements. Shippers are cautioned to be careful in buying. While there has been no great change in prices the market is in the purchaser's favor, and quotations do not always firmly rule. No. 1 timothy is quoted at \$12.75 to \$13.25. Prairie hay is in fair demand with receipts light.

In the oat situation, good feeling continues altho the recession in demand which is always attendant upon the holidays has caused a temporary falling off in the active request. Receipts for a couple of weeks have been quite liberal, but the call has been sufficient to hold prices to the level of strength, and to cause full quotations to be realized without trouble. No one expects anything else than a continuance of good times in the oat market after

the first of the year, when the slight interruption to buying now prevailing shall have been overcome. Receipts are plentiful at present, however, and prices are quoted a trifle lower for the immediate market. No. 2 white are listed at 36½ to 37 cents.

Receipts of ear corn have for some days been just about equal to demand, all arrivals being disposed of with promptness. Receivers are advising shippers to let consignments of good yellow ear come forward while the market is in the condition now existing. Full quotations rule all transactions, and buyers are waiting for stock of the right kind to meet their requirements. No. 2 yellow is quoted at 48 to 49 cents. In shelled corn the complaint is of poor grading. In the first of the last two weeks only three cars out of 59 graded No. 3 or better, while last week out of 46 cars but two reached No. 3 grade. This is causing much dissatisfaction, and some few cars have arrived hot. Buyers are showing caution, and are not taking hold with any readiness. Demand for dry shelled corn is increasing, but stock is being scrupulously examined, and shipments of poor corn are out of place. Prices are unchanged, but are obtainable only for proper grading. No. 3 yellow is listed at 47 to 48 cents.—C. H.

## SOUTH DAKOTA.

Canova, S. D.—J. J. Mullaney, of Hawarden, Ia., will build his eltr. in the spring.—L. D.

Corsica, S. D.—V. Chesley, of Platte, has taken charge of the new eltr. for Geo. Chesley, of Armour.

Herried, S. D.—The eltr. for the Herried Milling Co. is being built by the Younglove Construction Co.

Centerville, S. D.—T. J. Gunderson has purchased the plant of the Western Eltr. Co., instead of building on the site he secured as first intended.—L. D.

Sioux Falls, S. D.—The eltr. for the Hawkeye Eltr. Co. has been completed and J. A. Ward has taken charge for the company. A fuel yard is operated in connection.

Alcester, S. D.—J. J. Ryan, of Beresford, has purchased the eltr. of Hastings & Watts and will probably remove to Alcester in the spring. Hastings & Watts have retired from the grain business.—L. D.

Yankton, S. D.—Hallett & Co., members of the Minneapolis Chamber of Commerce, were given judgment Dec. 11 against Peter Aggergard, a wealthy farmer, for \$2,326 and costs, on account of losses sustained by Aggergard in the purchase of wheat on margins.

## SOUTHEAST.

Birmingham, Ala.—The mill of the Union Mill & Grain Co. burned Dec. 15 with about \$7,000 worth of flour and meal. The plant was leased by the company, which carried \$5,000 insurance on its stock. The boiler room and engine were all that was saved.

Wilmington, Del.—The new eltr. for the Phillips-Thompson Co. has been nearly completed and the machinery will soon be installed. The ground area of the house is 40x48 ft., and about a third of the space will be occupied by grain bins. The railroad siding enters the building at an elevation which allows unloading of cars on a level with the third floor of the eltr.

Electric motors will be installed to furnish about 60 or 75 h. p., the motors being placed in different parts of the house.

### TENNESSEE.

Gallatin, Tenn.—The Payne Eltr. & Warehouse Co. will build 2 warehouses in connection with its 75,000-bu. eltr.

Nashville, Tenn.—The Gillette-Hardison Grain Co. incorporated, \$15,000 capital stock. Incorporators, F. E. Gillette, Jr., Allen Hardison, D. P. Bearden, Jr., A. D. Knox and Avery Handley.

Nashville, Tenn.—John A. Tyner, formerly the senior partner of John A. Tyner & Co., and Jas. W. Doss have organized the firm of Tyner & Doss, to do a wholesale grain business, making a specialty of milling corn.

Martin, Tenn.—The eltr. of Dr. W. T. Lawler burned Dec. 13. The fire started in the second floor of the house and had gained great headway before discovered. Loss, \$10,000; insurance, \$3,750 on building and \$2,000 on contents.

Memphis, Tenn.—On the evening of Jan. 11, when the annual election of officers will be held, the Merchants Exchange will serve a luncheon to members. Pres. Harry P. Johnson has been authorized to nominate two tickets.

Memphis, Tenn.—Chancellor Heiskell gave a decree Dec. 18 awarding the Choctaw Eltr. Co. \$2,200, alleged to be due it from the J. Rosenbaum Grain Co., of Chicago. The application of the J. Rosenbaum Grain Co. for a receiver was denied.

Nashville, Tenn.—The members of the Grain Exchange met Dec. 11 in the new quarters which they contemplate occupying on the fifth floor of the First National Bank bldg. The honor of making the first trade went to Murray Hogan of Hogan & Co., who sold 5,000 bus. of oats to Miller & Co.

Memphis, Tenn.—The 50,000-bu. eltr. for the Patton-Hartfield Co. has been completed by Fred Friedline and is now in operation. The plant has a receiving capacity of 25 to 30 cars per day and is equipped with a large clipper and cleaner and combined corn sheller and cleaner for shelling both husked and shuck corn. The weighing equipment consists of a 100,000-pound hopper scale and 6-bu. automatic bagging scales for even weight sacked grain. Electric motors furnish the power. A double roller mill is being installed which will give a grinding capacity on chops of 2,500 bags per 10 hours.

### TEXAS.

Houston, Tex.—The Navidad Rice Co. incorporated, \$100,000 capital stock, to grow rice, irrigate lands and maintain lakes, dams, etc. Incorporators, C. W. Robinson, Russell Brown and Russell Stapp, of Houston, and C. B. Mendel, of Wharton. The company has purchased 5,200 acres of land in Jackson county on the Navidad river and expects to place 4,000 acres of this land in rice next year.

### TEXAS LETTER.

Georgetown.—H. T. McCabe, who has been operating a grist and flour mill, has sold out.

Bay City.—The Tres Palacios Rice & Irrigation Co. has filed a petition to have a receiver appointed.

San Antonio.—The F. R. B. Commission Co. has been organized and will take over the grain business of Lee Patrick.

More or less corn is moving in Texas, but the quantity is comparatively small and most of the corn moving is coming from the territories where they have a large surplus crop.

The arbitration committee of the Texas Grain Dealers Ass'n held a meeting at Ft. Worth at the office of the Secy. Dec. 15. The members of the committee present were: L. G. Belew, Pilot Point, and W. W. Andrews, of Ft. Worth; R. M. Kelso, E. R. Kolp and J. E. Stephenson, of Ft. Worth, sat on the board in the absence of the other members of the Committee. A number of claims were filed and the committee remained in session all day. The following members of the Ass'n attended: J. L. Doggett and E. B. Doggett, McKinney, J. A. Buie, Brownwood, J. B. McAfee, Corsicana, B. R. Smith, Ft. Worth, A. M. Kennedy, Mart, H. O. Waters, Sanger, R. D. Kitchen. McKinney.—J. S. W.

### WASHINGTON.

Pullman, Wash.—A wheat convention is to be held here Jan. 11-12, the object being to study wheat growing and milling, transportation and to take steps to stimulate foreign trade, especially in the Orient. It is expected to be the biggest event of its kind ever held in the northwest, and will be attended by producers, members of the chamber of commerce of the coast cities, export shippers, millers and traffic managers.

### WISCONSIN.

Oconomowoc, Wis.—Capt. J. E. Stone, a former grain dealer, died here recently of old age.

River Falls, Wis.—Robert Reynolds has taken charge of the eltr. for the Wisconsin Eltr. Co.

St. Cloud, Wis.—John Hochrein has rented the eltr. of the Wm. Rahr Sons Co., which is not operating here on this crop.

Humbird, Wis.—Ed. Foster, of Fairchild, has bot out and succeeded H. C. Maxon, who retires from the grain business.

Milwaukee, Wis.—The following have been elected members of the Chamber of Commerce: Chas. Jewett Chapin, H. W. Ladish, W. B. Morse and Walter Schroeder.

Superior, Wis.—The injunction suit of the Barnum Grain Co. against the Wisconsin Grain and Warehouse Commission was argued Dec. 14 before Judge Sanborn of the federal court at Madison.

Milwaukee, Wis.—On the strength of John Hill's fight against trade in privileges at Chicago, memberships in the Chamber of Commerce have advanced from \$200 to \$250. A few of the private wire firms are returning to Milwaukee to handle puts and calls.

Superior, Wis.—In the suit of Homer T. Fowler against the Metzger Seed & Oil Co., Referee McIntosh, to whom the case was referred by Judge Smith, decided in favor of the defendant, who is given judgment against Fowler for \$3,783, with interest since Mar. 22, 1902. The referee held that Fowler had no right to clean the flaxseed purchased for the Metzger Co., that no oral contract had been made for the purchase of more than 2 cars per day, and that the defendant did not agree to pay plaintiff \$50 per month for supervising the loading of cars.

Racine, Wis.—David Wigley has his eltr. and grist mill in operation and recently shipped the first car of grain to Chicago that has been shipped from Racine in about 60 years. More machinery will be installed in the eltr. at once.

Madison, Wis.—This state has only four co-operative eltr. concerns and two of these are members of the state ass'n. Evidently Wisconsin farmers are well satisfied with the treatment received at the hands of the shippers of the state. Surely they ought to be with the extravagant prices the buyers have been paying.

Superior, Wis.—The bill amending the law establishing the Superior grain inspection dept. was amended by the legislature Dec. 11, as desired by the Wisconsin Grain and Warehouse Commission, by a vote of 86 to 1. The new sections provide that railroad companies shall set out cars for inspection in Superior on tracks convenient for the Wisconsin inspectors and not mix such cars with grain going to Duluth. Railroad companies shall not deliver any car of grain until inspection fees are paid and if not paid railroad company shall sell the grain to pay the fees. Contracts for sales based on Minnesota inspection shall be declared void if grain is to be delivered in Superior or thereafter. Section 6 of present measure to be amended so as to make all eltrs. public, thus all the railroad eltrs., whether leased or not shall be made public. Section 36, which extends the services of the commission to other parts of the state when deemed advisable is repealed. Section 55 is to be amended by striking out the provision that the salary of the commission will be paid by the state when guaranteed by a bond given by the Superior Board of Trade. Commission can foreclose on grain for fees and if grain is in hands of railroads, company shall be made a party to the suit.

### MILWAUKEE LETTER.

Business on the local Board shows a decided increase as a result of the decision of a number of firms at Chicago not to deal in privilege trading there. Ware & Leland and Bartlett, Frazier & Carrington have reopened their offices in this city, and other Chicago dealers are expected to follow their example shortly.

By a vote of 122 to 82, members of the Milwaukee Chamber of Commerce defeated the amendment proposed by the Board of Directors to restrict the granting of half-rate commissions to members of the Chicago Board of Trade, the Minneapolis Chamber of Commerce, the St. Louis Merchants' Exchange, and the Duluth Board of Trade. The object of this was to cut out the country eltr. men, who have had their grain sold here on the basis of a division of commissions. Some grain commission merchants favored the change, on the ground that it was necessary in order to protect their business, which has suffered heavily from the encroachment of line companies, which either place their own grain on sale here or compel the business to be done at rates which pay very little, but the sentiment among them is by no means unanimous.

While receipts of wheat are more liberal at present than they have been for the past fortnight or more, the market is well cleared of milling wheat early in each day's session, and off-grades go off with more snap than heretofore. Barley continues in fair demand, very choice samples



selling the most readily and at relatively high prices. Feed and low-malting qualities sell to the next best advantage, while medium lots are less wanted. Competition is restricted. Oats which are acceptable to the local feed trade find ready takers. The market for rye varies considerably from day to day, according to the supply and demand. At present prices are sagging, but they are likely to be up again in a few days. New corn is in light supply and what there is coming can be readily disposed of. Field seeds of all kinds are steady, at current quotations.—C. T.

## Crop Reports

**CANADA.** Winnipeg: The grain crop of Manitoba, as reported in the final bulletin issued by the provincial dept. of agri., is: Wheat, 55,751,416 bus., with 2,643,588 acres and averaging 21 bus. per acre; oats, 45,484,025 bus., with 1,031,239 acres and averaging 42 bus. per acre; barley, 14,064,025 bus., with 432,298 acres and averaging 31 bus. per acre; flax 326,964 bus., with 24,770 acres and averaging 13 bus. per acre; rye, 173,075 bus., with 6,923 acres and averaging 25 bus. per acre; and peas, 51,706 bus., with 2,081 acres and averaging 26 bus. per acre.

**ILLINOIS.** Savoy: About 50 per cent of the 1905 crop has been marketed in this vicinity. Most of the oats, now in farmers hands, are being held for 30 cents.—E. G. Hoff, mgr. Savoy Grain & Coal Co.

**IOWA.** On his return from a trip thruout Iowa W. M. Christie, of Chicago, reported a large amount of corn moving. "The corn crop in Iowa is the largest since 1895, but the quality not quite as good, and consider the government report of 35 bus. to the acre about correct."—Webster City: The total corn crop of Iowa, as given by John R. Sage, director of the Iowa crop and weather service, in his annual report, aggregates 345,871,840 bus. With the average price of 35 cents per bu., the prevailing price Dec. 1, the value of the crop is \$121,055,144. The total amount of other crops is: wheat, 6,408,780 bus.; oats, 146,439,240 bus.; barley, 15,566,770 bus.; rye, 1,283,500 bus.; and flaxseed, 173,770 bus.

**KANSAS.** Topeka: The total yield of winter and spring wheat of superb quality was 77,173,177 bus., which is over 12 million bus. more than last year, 62 per cent greater than the annual average for the last 20 years and is the fourth largest crop produced in Kansas. The area sown to winter wheat was 5,835,237 acres and from reports this fall's sowing will aggregate about 5,900,000 acres, an increase of 64,763 acres over last year. The average for the growing grain is 30, compared with an average. The presence of insects is noted in some fields, but is too infrequent to cause much apprehension. The area of corn this year was 6,799,755 acres, an increase of 305,597 acres over the area of last year. The average yield per acre was 28 bus., with a total production of 190,519,593 bus. The rye crop amounted to 1,114,390 bus.; barley, 9,712,954 bus.; buckwheat, 12,730 bus.; flaxseed, 587,169 bus.; broom corn, 9,585,030 pounds; castor beans, 2,160 bus.; and millet and hungarian, 498,815 tons. F. D. Coburn, secy. Kansas Dept. of Agri.—Wichita: The growing wheat is looking well and if prospects are maintained there should be a good crop. L. H. Powell & Co.

**KENTUCKY.** Dycusburg: The corn crop in this section is all gathered, and it is very disappointing in quality and quantity; will be very little, if any, for export. Local demands makes price better than dealer can pay, for shipment. Local mills will consume all the wheat crop of 1905 and then not have enough to supply their wants until next harvest. The acreage sown last fall

is some in excess of the last crop, and is looking well. F. B. Dycus & Co.

**MINNESOTA.** Heron Lake: Threshing is still in progress in a large area surrounding this station. Many machines are still in the fields. Farmers are so well off that many did not want to sell early, and as their storage capacity is limited, the grain was left in the stack; then there was a great deal of rain during the fall, which made it impossible to get machines into the fields. These causes, together, have made the work much later than usual, but there has never been finer fall and winter weather. Threshing until after Christmas is quite a novelty in this county. X.

**MISSOURI.** Columbia: Reports show the wheat to be in excellent condition, except in a few counties, the average for the state being 90, which is considerably above normal for the time of year. The acreage sown this year is a little smaller than that sown last year, the decreased acreage having been caused principally by excessive moisture at seeding time, and the total acreage is, approximately, 2,242,000. Corn gathering is well advanced and in some localities is completed. The crop ripened without injury from frost, but there was considerable damage from excessive rains and wind during August and September, which blew much of the corn down and caused it to rot on the wet ground. The condition is 83, No. 2 in good marketable condition represented by 100. After deducting for all damages and loss the crop, which promised early in the season to be equal to or greater than any previous crop, stands third in yield per acre, the average being 34 bus. This average is made up by figuring the average yield reported by all correspondents and multiplying by the entire acreage, but when the yield is figured by counties it may change the estimate slightly. The acreage planted last spring was 7,076,000, and the total estimated yield is 242,145,000 bus. With the average selling price on the farm 37 cents the total value of the whole crop is \$87,240,000. Missouri Board of Agri.

**NEBRASKA.** Albion: Receipts of grain are very light, farmers being late with their husking and are inclined to hold for higher prices. Russ B. Williams, agt. Omaha Bltr. Co.

**OKLAHOMA.** Union City: Most of the grain has been marketed. Wheat and oats were only fair crops, but corn was extra good; price also good, being from 30 to 35 cents per bu. C. O. Hardy.

**TEXAS.** Dallas: The outlook for winter grain in Texas is excellent. The acreage is reduced from last year but the stand is good. Recent heavy rains have benefited the grain and the appearances and chances for the grain are all that could be asked for. The millers are unanimous that the grain situation looks good. J. S. W.

### FINAL GOVERNMENT REPORT.

Final returns to the bureau of statistics of the Dept. of Agri. show the average weight per bu. to be 56.3 pounds for spring wheat, 58.3 pounds for winter wheat and 32.7 pounds for oats. The acreage and production as announced Dec. 20 are given below.

Crop.	Acres.	Bushels.
Corn	94,011,369	2,707,993,540
Winter wheat	29,864,018	428,462,834
Spring wheat	17,990,061	264,516,655
Oats	28,046,746	953,216,197
Barley	5,095,528	136,651,020
Rye	1,652,508	27,616,046
Buckwheat	74,118	14,555,082
Flaxseed	2,534,836	28,477,753
Rice	460,198	12,933,436

### Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Dec. 26 have been 148,985,000 bus., compared with 142,059,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year prior to Dec. 26 have been 88,600,000 bus., compared with 87,194,000 bus. for the corresponding period of last year.

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## Purifying System

and thus fortifying themselves against competition and picking the plumbs the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

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(Not incorporated.)

We are Contractors and Builders  
of Grain Purifying Plants.

In connection with our construction contract we would also sell you the right to operate the *first and only* grain purifying process tower ever patented, all other so-called patent grants, or application for patents as advertised up-to-date are all infringements. Under our constructing contract we agree to deliver certain results in removing the fungus on any specific grade of dry oats or other grain you may furnish for test at the completion of the plant, in quantity of not less than 2000 bushels. Also agree to give personal instructions to your operating man which will obviate expensive experimenting. We further agree to install the plant strictly in accordance with your fire insurance underwriters' rules, so your present rate will not be increased on account of the grain purifier.

For further particulars and terms write to us, Davenport, Iowa.

D. H. STUHR, Mgr.

## Grain Carriers

The house on Dec. 7 appropriated \$11,000,000 for the Panama Canal.

The National Waterways Ass'n will convene at Washington in January.

Over 4,000,000 bus. of grain was received at Buffalo Dec. 9 by lake, making the biggest day of the season.

The Grosscup Plan for rate regulation is being pushed forward by the railroads in hope of dividing the shippers.

Receipts and shipments of grain by water at all lake ports have been much heavier this season than last year.

Wheat exports from Seattle, Wash., this year will be the greatest in its history, says J. Gillison of Balfour, Guthrie & Co.

Part of the oats cargo of the steamer Hand was thrown overboard recently at Port Hope, Ont., to get the boat off shore.

Train service has been established on the extension of the Northern Pacific thru Edgely, Deisem, Jud, Alfred, Gackle and Streeter, N. D.

To meet the cheap rate of the St. Paul the Wabash on Dec. 14 announced a rate of 19c on corn from Kansas City to the seaboard, good until Jan. 1.

The Lake Erie & Western admits that the congestion on its line between Indianapolis and Peoria is equivalent to a shortage of 15,000 cars.

Neither of the two eltrs. at Ogden, Ill., is getting any cars to move the 80,000 bus. of grain on hand. One of the houses received a car some time ago, the first in 10 days.

All grain cargo records on the Great Lakes were broken when the steamer W. A. Rogers cleared from Fort William, Ont., Dec. 12, with 351,000 bus. of wheat for Buffalo. The departure of the Rogers also marked the close of navigation.

Change of name of the Duluth, Virginia & Rainy Lake R. R. to Duluth, Rainy Lake & Winnipeg is taken as a confirmation of the rumor that the line will be extended 62 miles to International Falls, to connect with the Canadian Northern.

The Memphis Freight Bureau at a meeting Dec. 15 adopted a resolution that "The Memphis grain dealers object to the Louisville proposition because it gives an undue and unjust advantage in the movement from Indiana, Ohio and Cook county points."

A committee of the Interstate Commerce Law Convention consisting of E. P. Bacon, Milwaukee; Murdo MacKenzie, Trinidad, Tex.; S. W. Gardner, Clinton, Ia.; S. B. Burnett and S. H. Cowan, Fort Worth, Tex., called upon Pres. Roosevelt Dec. 9 to present the resolutions adopted at Chicago recently by the Convention.

The cut rate of 28c on corn was withdrawn by the Chicago, Milwaukee & St. Paul after a stormy meeting with the other roads at Chicago Dec. 12. Vice Pres. Hiland of the St. Paul stated that the reason the low rate was made was that he had information that the gulf roads were preparing to put in lower rates via the gulf. The proposition of the St. Paul to withdraw the cut rate if the differential between the gulf and Atlantic

ports was fixed at 3c instead of 4½c was accepted, with a compromise at 3½c.

Geo. S. Loftus, of St. Paul, Minn., has issued a circular to shippers warning them not to sign the petitions circulated by the railroads remonstrating against legislation by the federal government. The signatures are solicited by the roads under various specious pleas, none of which will bear analysis. The allegation by the roads that the present laws are sufficient if enforced is pure misrepresentation.

F. M. Murphy of the Indianapolis Grain Co. furnishes an example of the way corn is not being handled by the railroads of Indiana. "At country stations we have approximately 50,000 bus. of corn bot for delivery before Dec. 15, and on Dec. 14 had not received a single B-L for any of this corn. Our eltrs. are full and we could not handle more corn if it should come in. The loss of about 6c or 7c a bushel on account of this situation is one that falls directly on the grain man and the farmer as, had the corn been delivered at the higher prices ruling some time ago, the foreign consumer would have paid it."

Kansas grain rates were reduced 5 per cent by the state railroad commissioners after a hearing Dec. 14. One of the three members of the board insisted that the reduction should be 15 per cent, and the cut would have been deeper had not the railroads threatened to abolish the milling in transit privilege. Carr W. Taylor, attorney of the Commission, estimates that the reduction will save shippers about \$4.75 per car. Chairman Geo. W. Wheatley says "We do not think that there is any danger of the railroads revoking the mill-

ing in transit privilege. In my opinion that was simply a bluff that they worked on some of the millers to induce them to appear before the board as interpleaders in this case."

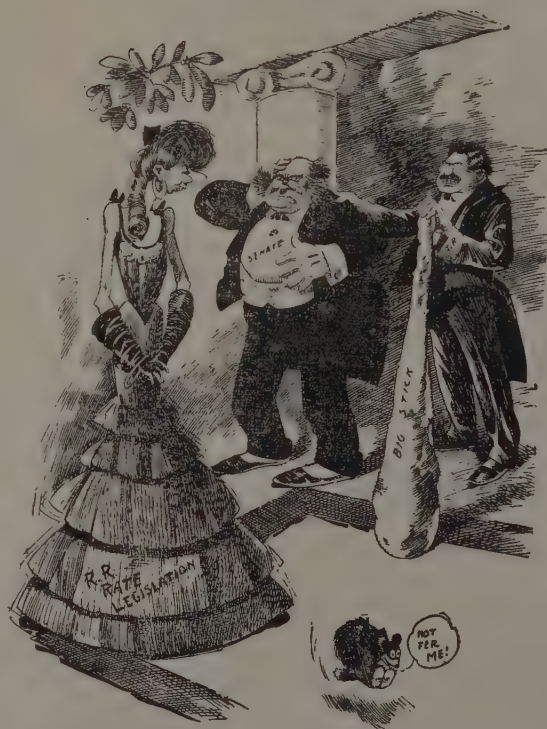
Losses on the Great Lakes the past season have been greater than in any preceding year. Of the total loss of \$4,625,000 only a small percentage was on cargoes of grain, and the heaviest losses were suffered in the three late fall storms. The Lake Superior storms demonstrated the big boats have not enough engine power in proportion to their size to enable them to make headway against the wind and waves. The steamer John Stanton, for example, worked its engines full speed ahead for 14 hours but during all that time went astern. Boats running in the direction of the wind at the time the storm began were unable to turn around and face it on account of lack of power. In the last storm 25 boats sank or ran ashore.

### Louisville Conference a Failure.

Even more fruitless than the meeting of grain men at St. Louis was the gathering of representatives of the southeastern gateways at Louisville Dec. 18 to agree on a fair basis of proportional rates.

Absolutely nothing was accomplished. The railroads who are waiting eagerly to adopt whatever schedule the grain dealers agree upon have been disappointed, as no recommendation was made to the roads. Grain dealers from St. Louis, Cairo, Henderson and Louisville were present.

### Under the Mistletoe.



The President: Now Get Busy—Memphis News-Scimitar.



## Seeds

The Portland Seed Co. has established a branch house at Spokane, Wash.

The Grinnell Seed Co., of Saginaw, Mich., is receiving large quantities of seed beans, and has rented an elevator building for storage.

J. M. Philips Sons, seed dealers of Mercersburg, Pa., have purchased quarters in Shippensburg at a cost of \$5,000, and will remove their business to that place.

A heavy stock of seed corn on the third floor of a brick warehouse at Minneapolis, Minn., caused the collapse of the third story Dec. 14, and consequent loss to Northrup, King & Co.

J. M. Thorburn & Co., seedsmen, lease buildings in Barclay street, New York, N. Y., for a term of years at an aggregate rental of \$100,000. The company will occupy the entire property.

Hardly an average crop of timothy seed was harvested, and qualities as a rule are very dark and unclean this season. Better grades already are somewhat scarce, especially bright colored and unhulled seeds.—Henry Nungesser & Co.

The principal competition that seed men have is the government. The practice of free distribution of packages of seeds by congressmen, as vote makers, is detrimental to the seed business over the country.—Hiram W. Buckbee.

William G. Scarlett of Baltimore, Md., has registered trademarks for grass and field seeds, No. 11,964, "Shield Brand," No. 11,966 "Antler Brand," No. 11,965 "Empire Brand," No. 11,967 "Oak Brand" and No. 11,969 "Maple Brand".

The government free distribution of seeds will begin with the new year in the following states: Mississippi, Louisiana, Alabama, Florida, North Carolina, South Carolina, California, Arizona, New Mexico, Texas, Tennessee, Kentucky, Virginia, and Oregon.

Printing presses cannot turn out common and preferred clover seed. Providence makes the supply. He made a very short crop this season. It averages less than last year in this country. Michigan has more. Their and Ohio's recent state reports confirm ours of two months ago. Canada is turning out less than expected earlier. They are exporting a little on old orders. Exports reported from the United States last season were 72,000 bags, including alsike. They will be less this year. Domestic demand will decide the price later on. It generally develops about the holidays.—C. A. King & Co.

Clover seed receipts at Toledo for the week ending Dec. 16 were 1,180 bags; compared with 1,525 bags for the corresponding week of 1904. Receipts for the season have been 56,709 bags; compared with 58,181 bags for last season. Shipments for the week ending Dec. 16 were 400 bags; compared with 1,650 bags for the same week of last year. Shipments for the season have been 8,619 bags; compared with 17,306 bags for last season.

When making shipments of seed to this market, interior dealers should use only desirable and merchantable bags. It is

for their interest to do so. Some bags are not suitable or safe to ship seed in. Do not use "any old kind of a bag" simply because it's a bag. More uniformity should be used. Bags other than kinds specified will be priced as to their relative value for seed uses only. Bags torn, dirty, marked or otherwise disfigured will have value placed upon by the seed inspector.—*Toledo Market Report.*

Seed exports during the 10 months prior to Nov. 1 were 4,694,000 pounds of clover seed, 432,000 bus. of flaxseed, 8,399,000 pounds of timothy seed and other grass seed valued at \$178,000; compared with 5,592,000 pounds of clover seed, 25,809 bus. of flaxseed, 10,648,000 pounds of timothy seed and other grass seed valued at \$183,000 for the corresponding months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

English red clovers are coming out much more freely; fine qualities are quickly absorbed, but the bulk of crop is unfortunately "weathered," and by no means a taking sample, for this time of year. In the spring, when the trade is actually in full swing we are confident they will represent the bulk of trade. Russian reds are, so far, coming out all right, and in consequence Austrian, German (including Bohemian), and French are coming more reasonable.—*London Corn Circular.*

In a special clover seed crop report W. H. Morehouse & Co. state that reports received from 25 best producing seed counties in Ohio, all unanimously report yield much less than last year and crop much less. As to amount in farmers' hands, only one reply reports 75 per cent, while only two replies report 50 per cent, while the largest number say only enough for home demand even where the replies say as much as 25 per cent still remaining in farmers' hands, showing that the crop was small at best. The amount in dealers' hands remaining at present is from nothing (and will have to buy for our spring trade) to car lots in only few cases. Indiana reports large acreage and light yield. Only 25 per cent in farmers hands. Michigan dealers universally say very little held. Wisconsin dealers report from nothing to only small amounts on hand. Illinois reports very small crop.

Hamburg, Germany, Dec. 9.—France has a very small crop of red clover, prices there are much higher than those in the open market. Some French seedsmen think they will be obliged to import later. Great Britain's qualities are poor, and therefore the conclusion seems to be justified that the quantity is likewise very limited. England buys in our market and probably shall be continuously good buyers with us. Russia has a good crop and good qualities too. The crop in this country was reported as a very large one, it seems, it was overestimated, besides some districts in Russia did not yield at all in this season and are wanting large quantities themselves. Austria and Hungary can export in this year a limited quantity. To estimate Germany's crop is the most difficult of all, but one thing is certain, she has yielded less than last year. Chilean arrivals are somewhat smaller than the last season. Canada cables to Hamburg for red clover offers, whilst U. S. has already bought in our market and is further buying mostly low grades. A large portion of the European yield is already in firm hands and remains there for the consumption, which sets in later on.—R. Liefmann Sons Successors.



### The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

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Silver Leaf Hocking  
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WRITE US

OHIO & MICHIGAN COAL CO.

MAIN OFFICE

DETROIT, MICH.

## Supply Trade

Fairbanks, Morse & Co. will establish a branch office at Memphis, Tenn.

Fred Friedline, architect and contractor, of Chicago, Ill., has been granted letters patent, No. 806,534, on his radial car puller.

W. J. McElroy has invented a grain drier for country elevators. He is said to have perfected the machine after many years' work.

Fred Friedline, who is constructing two elevators and a large warehouse at Memphis, Tenn., has recently been elected to membership in the Builders Exchange of that city.

It isn't the big black type, the heavy border, the lavish display. It's the argument in the printed statement and the goods behind the argument that build business.—*Printers' Ink.*

The Younglove Construction Co., of Mason City, Ia., in order to care for its increasing work in the Northwest, has

opened a branch office at 13 N. Fourth street, Minneapolis, Minn.

E. A. Brown & Co., of Minneapolis, Minn., are sending their customers a handsomely embossed calendar.

H. G. Morgan & Co., of Pittsburg, Pa., are remembering their patrons with a card calendar adorned with the picture of a young girl.

W. T. Avery, Ltd., of Birmingham, Eng., has purchased a site and will erect a factory for the manufacture of scales at Milwaukee, Wis.

The Union Iron Works of Decatur, Ill., are sending friends a large calendar embellished with a painting by Marais "A Summer Day, Holland."

The Mill Owners Mutual Fire Insurance Co., of Des Moines, Ia., is favoring its friends with a useful leather pocket-book and diary combined.

Thomas McFeely has severed his connection with the Wolf Co. and will engage in the mill furnishing business on his own account in partnership with his son, Harry, under the name Thos. McFeely & Co., at Philadelphia, Pa.

The Stuhr Grain Purifier Construction Co., is the name of a new company organized to promote the machinery and inventions of the American Grain Purifying Co. D. H. and R. G. Stuhr. R.

G. Stuhr who will have charge of the Chicago office has been identified with a terminal elevator for a number of years and thoroughly understands the construction and building of purifiers.

The Grain Dealers National Mutual Insurance Co. has an amount at risk, premium notes and cash assets over 25 per cent greater than at this time last year, while the losses have increased but 18 per cent for the same period.

Put no faith in the one time effort lest ye be deceived. You don't often do any worthwhile business with a man you've met only once. You don't feel acquainted, even when introduced by a mutual friend. You want a little time in which to study the man and study his statements. He has to win your confidence and your orders by coming at you again and again with good, sensible business arguments. The one-time sign has no more chance against the persistent advertiser than the salesman who makes but one call has against the salesman who comes early and often.

### Mill Owners Mutual Fire Insurance Company of Iowa.

The annual meeting of the policy holders of the above named company will be held at Des Moines, Iowa, at 2 o'clock p. m. Wednesday, January 17th, 1905.

### Exports.

Buckwheat exports during the 10 months prior to Nov. 1 were 186,000 bus.; compared with 12,889 bus. for the corresponding months of 1904.

Broom corn exports for the 10 months were valued at \$183,000; compared with \$167,000 for the same months of last year.

Malt exports for the 10 months were 486,000 bus.; compared with 422,000 bus. for the corresponding period of last year.

Glucose exports for the 10 months were 150,234,000 pounds; compared with 131,695,000 pounds for the same months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

### Grants the Dealer the Right to Clean.

A great deal has been said pro and con on the subject of doctoring of wheat. Some millers contend that the grain dealer is doing wrong in cleaning or grading grain in any way. It would seem, however, that anything that could be done to make the grain honestly grade to the quality which the miller buys, would be welcomed by him as right and proper, but when the grain hospital clinics devote their superior intellects to devising means of covering the traces of surgical operations on wheat that had been aspiring to association with the whisky trust, or to searching after some chemical that would remove the visible or olfactory evidence of must or other internal rotteness—then it is time the offending sinner's legal troubles commenced in earnest.

The wheat miller is not alone in this trouble, as a case has come to the notice where a liberal reward was offered for the perfection of a process to give a natural color to "mahogany" or bin burned corn. Every corn miller knows that class of corn is only fit for fuel, and is not worth much for that.—*Operative Miller.*

## Don't Hibernate This Winter

What's the good of "crawling in" and shutting out cold weather?

You can't do it successfully. Old Man Winter will avenge himself by giving you coughs, colds, sore-throat and other "cheerful" ailments.

Winter is your vacation time; why not take a vacation trip to California and get a spell of warm, soft, semi-tropical summer?

You'll come back with renewed vigor for next season's work—a new man.

It's not necessary to spend a fortune on the trip. Few find it extravagant—most people find it economical to go for a month or six weeks, avoiding cold weather—doctors' bills—coal bills—costly groceries.

If interested let us send you our illustrated literature about the trip via the Rock Island and about California. It's plentifully illustrated and covers all the points you want to know—shows where to save money.



JOHN SEBASTIAN  
Passenger Traffic Manager, Rock Island System,  
CHICAGO.



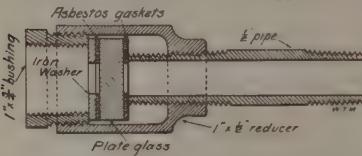
# Patents Granted

Automatic Weighing Machine. No. 806,457. (see cut) Henry C. Bowls, Springfield, O., assignor to the Bowls Automatic Scale Co., Springfield, O. Receiving and weighing hoppers are mounted so as to automatically approach and recede from each other, these and the feeding hopper each having cut-offs for their discharge openings. The cut-off is composed of pivoted plates standing crosswise of the openings and adapted to swing horizontally on pivots when actuated by bell cranks and slotted rods on the hoppers. The slots of the respective rods extend beyond the pins or points of connection in the bell cranks when the hoppers are in the relative position which takes place when the weighing is effected, whereby there is no positive connection between the hopper cut-offs when the weighing takes place.

## To View the Interior of Gas Engine While Running.

When testing gasoline engines a combustion sight hole is valuable. Illustrated in the engraving herewith, for which we are indebted to *Popular Mechanics*, is a device that enables one to view the interior of the engine cylinder while the engine is in motion.

Into the cylinder head screw a pipe nipple, 1/2-in. iron pipe size, with a long thread on one end. On the nipple screw



a reducer and on the outer end of the reducer screw a bushing to hold a piece of thick plate glass in position at the end of the nipple. Use an iron washer next the bushing, and asbestos packing on both sides of the glass. Have the glass several inches from the inner side of the cylinder to prevent its breaking from the heat.

## Washington's Chief Inspector Against Federal Grades.

Chief Grain Inspector John W. Arrasmith of Washington, who is very popular with both grain growers and dealers in the Pacific Northwest, takes issue with Senator McCumber of North Dakota on the advisability of supplanting local state inspection by federal inspection. Mr. Arrasmith says:

"I think that no general or uniform federal standard or grade of grain can be made to apply to the various grades of wheat grown in different portions of the country.

"The difference in the character of the same variety of wheat grown in different sections of a country is proverbial and is one of the strongest arguments against a uniform classification.

"You might take the same variety of wheat that is grown in North Dakota, where Senator McCumber lives, and bring it out to this country and it would produce a less hard but at the same time a rounded and plumper berry.

"In other words it would, to all intents and purposes, be a different kind of grain and, therefore, the same grade and classification for the same variety of wheat grown in Dakota and grown in Washington would be misleading and I think in the end it would work a great hardship on farmers and the grain interests.

"Foreign shippers getting No. 1 Blue-stem from the Dakotas one season and ordering the same from the Pacific coast the next season would find a wide difference in the grain, though they might both be correctly graded No. 1 Blue-stem."

The worm which has caused so serious damage to the corn crop in South Dakota and neighboring states, known as the corn worm, is, according to Professor W. A. Wheeler, botanist of the South Dakota Agricultural College, the same as is found in every quarter of the globe under various names, feeding on various kinds of vegetation. No good method is known with which to combat the pest.

## Imports and Exports of Rice.

Imports of rice and rice products for the 10 months prior to Nov. 1 were 35,489,000 pounds of rice and 52,171,000 pounds of rice flour, rice meal and broken rice; compared with 54,812,000 pounds of rice and 64,720,000 pounds of rice flour, rice meal and broken rice for the same months of last year.

Exports of rice and rice products for the 10 months were 63,342,000 pounds of rice and 25,406,000 pounds of rice bran, meal and polish; compared with 4,471,000 pounds of rice and 19,921,000 pounds of rice bran, meal and polish for the corresponding months of 1904.

Exports of foreign rice and rice products during the 10 months were 7,768,000 pounds of rice and 10,200 pounds of rice flour, rice meal and broken rice; com-

pared with 8,382,000 pounds of rice and no rice bran, rice meal and broken rice for the same months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

## Imports and Exports of Mexico.

Grain imports into Mexico during March, 1905, were 3,432,908 kilograms of corn, 53,339 kilograms of oats and 371,693 kilograms of wheat and other grains not specified.

Exports for March were 655,203 kilograms of corn, 14,536 kilograms of rice and 11,060,705 kilograms of sisal hemp, as reported in the Statistical Bulletin, issued by Miguel M. Irigoyen, chief of the Statistical Section of the Republic of Mexico.

Your Corn will grade if you run it through a

# Perfection Drier

BEFORE SENDING IT TO MARKET

No fear of your grain heating and spoiling in transit even though the carrier is unable to make delivery within a year

### Our Drier

will pay for itself by the increased value given to the grain treated.

Put in your order now and get a machine before it is too late to help you on this year's crop.

The Perfection Drier is made of steel and hence is fire-proof. Write for particulars.

**WELLER**  
MFG. COMPANY

Sole Manufacturers  
CHICAGO, ILLINOIS





# The World Depends on THE HESS DRIER

For the World's Supply  
of Kiln-Dried Corn

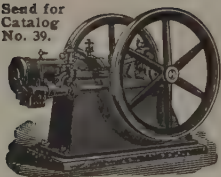
Adopted, Among Others, by the Following Interests:

Chicago: Armour Grain Company, Minnesota Elevator  
Chicago: Harris-Scotten Company, Santa Fe Elevator (2 driers)  
Chicago: Harris-Scotten Company, Iowa Elevator  
Chicago: Bartlett, Frazier & Carrington Company, Calumet Elevator  
Chicago: South Chicago Elevator Company, South Chicago  
Chicago: Edward R. Bacon, Wabash Elevator  
Chicago: Frank Marshall, Hayford Elevator  
Duluth, Minn.: Consolidated Elevator Company, (2 driers)  
Port Arthur, Ontario: Canadian Northern Railroad Company  
Manitowoc, Wis.: Northern Grain Company, (2 driers)  
Kansas City, Mo.: Harris-Scotten Company, Santa Fe Elevator  
Kansas City, Mo.: John I. Glover, Frisco Elevator  
Kansas City, Mo.: Brodnax & McLiney, Memphis Elevator  
Kansas City, Mo.: Peavey & Company, Union Elevator  
Kansas City, Mo.: Shields-Simonds Grain Company, C. M. & St. P. Elevator  
Kansas City, Mo.: Hall-Baker Grain Company, Missouri Pacific Elevator  
Omaha, Neb.: Updike Grain Company, Missouri Valley Elevator  
Omaha, Neb.: Peavey & Company, Omaha Elevator Company  
Nebraska City, Neb.: Duff Grain Company, C. B. & Q. Elevator  
Hutchinson, Kas.: Kansas Grain Company  
Galveston, Texas: Harris-Scotten Company, Elevator B, Galveston Wharf Company  
New Orleans, La.: Harris-Scotten Co., I. C. R. R. Elevator D  
New Orleans, La.: Illinois Central R. R. Company, I. C. R. R. Elevator E  
New Orleans, La.: Hall-Baker Grain Company, Texas & Pacific Elevator  
Mobile, Ala.: Williams & Fitzhugh, M. & O. Elevator  
Newport News Va.: Chesapeake & Ohio R. R. Company, Export Elevators  
Baltimore, Md.: B. & O. R. R. Company, Locust Point Elevators  
Baltimore, Md.: Northern Central R. R. Co., Canton Elevators  
Boston, Mass.: Boston & Maine R. R. Company, Mystic Elevators  
Cleveland, Ohio: Cleveland Grain Company  
Cleveland, Ohio: Union Elevator Company  
Terre Haute, Ind.: Bartlett, Kuhn & Company, Vigo Elevators  
Evansville, Ind.: Bartlett, Kuhn & Company  
Nashville, Tenn.: Nashville W. H. & Elevator Company

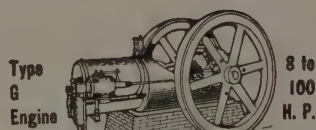
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ENGINES****Columbus  
Machine Co  
COLUMBUS, O.****The Value**

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what it costs, but by what it  
pays the advertiser.

Type  
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Engine8 to  
100  
H. P.**OLDS ENGINES****Economical Power for  
Elevators**

In sending out their last specifications for gasoline engines for West Point, the U. S. War Department required them "to be **OLDS ENGINES** or equal." They excel all others, or the U. S. Government would not demand them.

They are the horizontal type, 2 to 100 H. P., and are so simply and perfectly made that it requires no experience to run them, and

**Repairs Practically Cost Nothing**

Send for a catalogue of our Wizard Engine, 2 to 8 H. P., (jump-spark ignition, the same as in the famous Oldsmobile), the most economical small power engine made; fitted with either pump-jack or direct-connected pump. Or, our general catalogue, showing all sizes.

**OLDS  
GASOLINE ENGINE  
WORKS,  
Lansing, Mich.**

**OTTO ENGINES****Quality vs. Price**

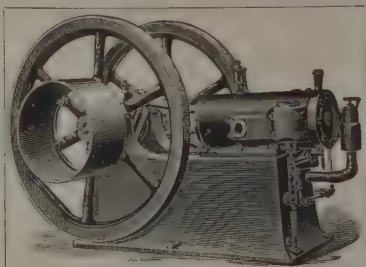
The day of the **cheap** engine is rapidly passing. The last two or three years of experimenting with the unreliable wasteful kind has done the work. The false economy of it has been clearly shown. The sound business sense of the power-using world is reasserting itself. The reputable manufacturer who has withstood the temptation to sacrifice quality to price is again coming into his own. "Otto" sales are doubling and "Otto" quality is in demand. Our booklet "Some Reasons Why" tells. Send for it



**OTTO GAS ENGINE WORKS, Phila., Pa.  
STANDARD OF THE WORLD**

**J. THOMPSON & SONS MFG. CO.**

ESTABLISHED 1860



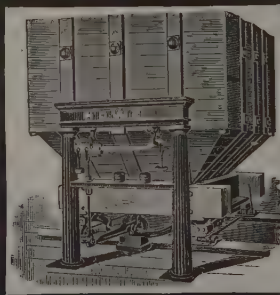
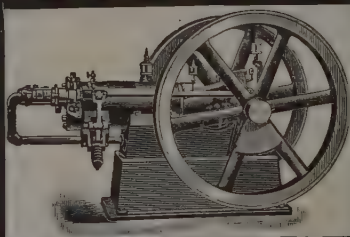
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Throttling Governor

**THOMPSON ENGINES**  
Hit and Miss Type

**THOMPSON AUTOMATIC**  
Sizes, 4 H. P. to 250 H. P.

**GAS PRODUCERS**  
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Write us for full information.

**Beloit****Wisconsin****HOWE SCALES  
ENGINES  
THE WORLD'S BEST**Power  
And  
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ESTIMATES FURNISHED PROMPTLY  
**BORDEN & SELLECK CO**  
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**CALCIUM  
CHLORIDE**

is a white solid, which makes a colorless solution, when dissolved in water, and will not freeze in the most severe weather. It will not rust the iron tanks or any metal, will not evaporate, neither will it form sediment of any kind. Just the thing for the cooling water of your gasoline engine during these cold winter months.

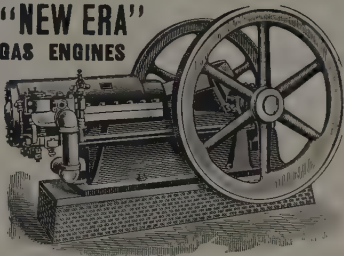
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## POWER FOR GRAIN ELEVATORS.

### "NEW ERA" GAS ENGINES



For Gas or Gasoline. Sizes 5 to 100 H. P.  
THE NEW ERA GAS ENGINE CO.  
86 Dale Avenue, DAYTON, OHIO, U. S. A.

### Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price, \$1.00.

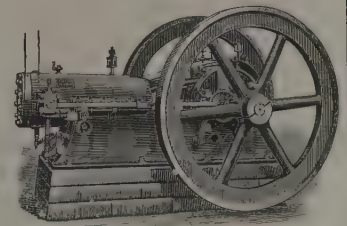
THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.

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Grain Dealers Journal  
255 La Salle St. Chicago, Ill.



### THE FOOS

has the  
Wipe Spark Igniter  
Centerline Counter Balancing  
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and all the other points which 18  
years experience prove necessary.

THE FOOS GAS ENGINE CO.

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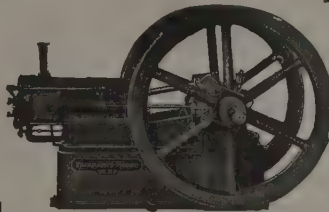
You ought to use Fairbanks Scales and Fairbanks-Morse Gasoline Engines, for the same reason that they were given the Highest Award at the Louisiana Purchase Exposition, St. Louis, 1904. THEY ARE THE BEST.

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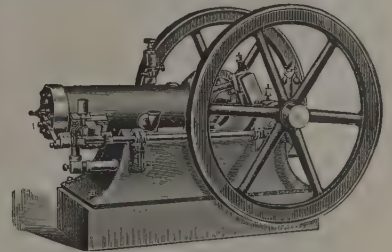
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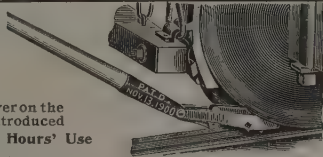
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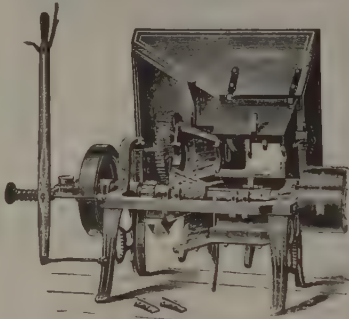


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## Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind *Kaffir Corn* in the *Head*. Have *Conical Shaped Grinders*. CAN RUN EMPTY WITHOUT INJURY.

**Different From All Others**

**Lightest Running**  
Best Built. Finest Finish.

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SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

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These Mills require little space and power, have large capacity, are easily operated and kept in order, and bring trade to the elevator.

Grind corn meal, rye, buckwheat and graham flour, or feed for your neighborhood.

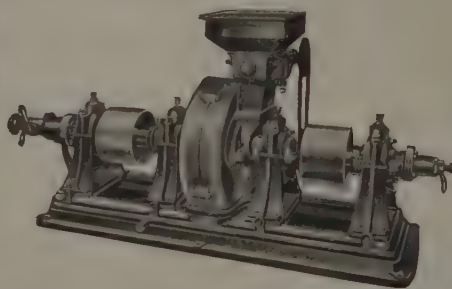
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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Let us prove it to you by sending you one on trial.

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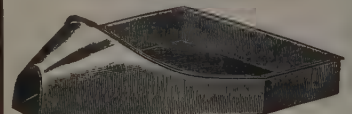
**Willford's Light-running Three-roller Mills**

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.  
Grain Size, 2 1/2 x 12 x 16 1/2 ins. .... \$1.25  
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has built, or added to its system, over 1900 (nineteen hundred) miles of new railroad, during the past five years and all traversing newly-settled sections of the Southwest. NOW is the time to locate your factory or mill in this most prosperous section. It will repay you to write TODAY for full particulars regarding inducements offered, abundant raw materials, excellent markets, etc. Illustrated booklet "Opportunities" sent free

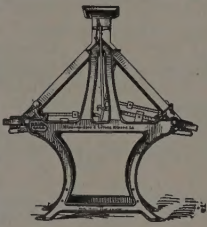
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## SCALES FOR GRAIN ELEVATORS.



### THIS SCALE

Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

They are: Simple, because they are not complicated or intricate.  
Cheap, because they are simple.  
Durable, because they are built that way.  
Fast, because the flow of material is never checked.  
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They are: Simple, cheap, durable, fast and accurate, because we guarantee them, and they must be that way.

For literature address

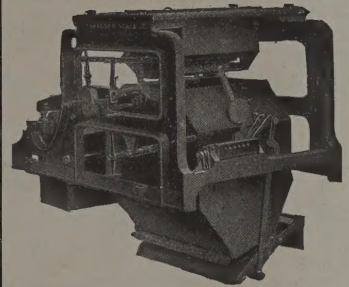
THE AUTOMATIC SCALE CO., Ltd.

Minden, Louisiana.

### Cut Out Your Losses!

Never be in doubt about returns.  
You can depend on the

## Richardson Automatic Scales

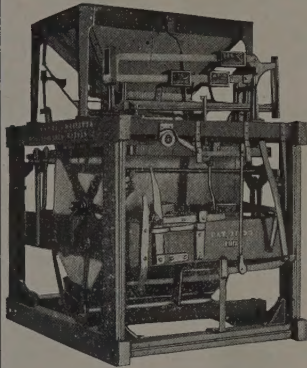


To keep an accurate record  
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## AUTOMATIC SCALES

For weighing grain into cars,  
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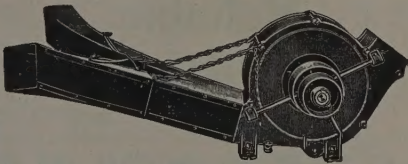
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### No Equal

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## Supreme Court Decisions

In determining the validity of a contract in restraint of trade, each case must be considered in the light of the facts, and facts that do not vary the contract may be alleged and proved on the issue of its validity.—*Merriman v. Cover, Drayton & Leonard, Supreme Court of Appeals of Virginia*. 51 S. E. 817.

Under Ky. St. 1903, section 470, providing that the consideration in written agreements need not be stated therein, a carrier is liable under a written contract of shipment for failure to deliver the cargo in due season, though the contract did not state the consideration.—*C. & E. I. R. Co. v. Chestnut Bros. Court of Appeals of Kentucky*. 89 S. W. 298.

A vessel is liable for damage to a cargo of cement which was received in good condition, but was lumpy and set when delivered, due to its having been wet, in the absence of explanation of the manner in which it became wet.—*The D. Harvey, Erie Boatman's Transportation Co. v. General S. & C. Co. District Court, S. D. New York*, 130 Fed. 755.

Whether a contract in restraint of trade is reasonable is determined by a consideration of whether it only affords a fair protection to the interest of the person in whose favor it is given, and not so large as to interfere with the public interests.—*Merriman v. Cover, Drayton & Leonard, Supreme Court of Appeals of Virginia*. 51 S. E. 817.

In an action against a telegraph company for failure to deliver a message, where the agent who received the message testified to the minute as to the time he received it, it was proper on cross-examination to test his recollection by asking him as to the time he received the first message for transmission on the day preceding.—*Western Union Tel. Co. v. Merrill, Supreme Court of Alabama*. 39 South. 121.

Where freight had been landed from defendant's vessel at destination on its platform or wharf, and the consignees were notified of its arrival, paid the freight, and removed part of the goods, the carrier's responsibility was terminated, and any obligation that remained with reference to goods not removed was that of a warehouseman or wharfinger.—*Stone & Co. v. Clyde S. S. Co. Supreme Court of North Carolina*. 51 S. E. 894.

Where a carrier failed to deliver a shipment in due season, but the shipper's agents were guilty of delay in unloading the cargo after it was delivered for unloading, damages accruing after delivery by the carrier were not chargeable to it, although such damages occasioned by the delay of the agents would not have occurred, but for the carrier's original negligence.—*C. & E. I. R. Co. v. Chestnut Bros. Court of Appeals of Kentucky*. 89 S. W. 298.

Where a tenant from year to year sows a crop of rye, and before the end of a year and before the crop is harvested abandons the land and gives notice that he will not take it another year, and the surrender is accepted, he is not entitled to the crop as emblements, though in

abandoning the lease he reserved the crop, where such condition was not accepted by the landlord.—*Hatfield v. Lawton, Supreme Court of New York, Appellate Division*. 95 N. Y. Supp. 451.

Where a warehouseman issues a receipt acknowledging the receipt of certain merchandise, and binds himself to deliver the same or pay the cash market price thereof, and further stipulates that it shall be negotiable by indorsement, and that "no debt, demand, or set-off will be claimed against said" merchandise, he cannot be permitted to assert, as against a subsequent bona fide holder of the receipt, that it was issued through mistake.—*Star Compress & Warehouse Co. v. Meridian Cotton Co. Supreme Court of Mississippi*. 39 South 417.

Code 1892, section 2114, declares void all contracts the consideration or foundation of which is money won, lost, or bet on any wager whatever. Section 2116 provides, if one by any wager whatever shall lose money and pay it, he may sue for and recover it. Section 2117 provides that a contract for purchase or sale of a commodity to be delivered at a future day, the parties not intending the commodity shall be actually delivered and paid for, shall not be enforced by any court. Sections 1120, 1121, make buying or selling "futures" a misdemeanor. Held, that one buying futures may not recover margins paid thereon.—*Isaacs v. Silverberg, Parry & Co. Supreme Court of Mississippi*. 39 South. 420.

In a prosecution for embezzlement of a "right in action," under section 121 of the Criminal Code, it is not necessary to show that the defendant was at the time of the alleged embezzlement in the manual possession of the money or property which was the subject of the right in action. If the agent of a corporation so uses the rights in action of his employer as to prevent his employer from asserting those rights, and so deprives the employer of the property or money involved, and by so doing appropriates the property or money to his own use, without the assent of the employer and with the fraudulent intent to so appropriate the same, he is guilty of embezzlement under the statute.—*O. C. Higbee, Agent Farmers Co-operative Shipping Ass'n of Gretna v. State, Supreme Court of Nebraska*. 104 N. W. 748.

A contract for the sale of grain provided that the seller should give notice to the buyers of the steamer's name and the quantity loaded within five days of the date of the bill of lading. It appeared that the grain was purchased for the purpose of selling it in a foreign port, to which it might be shipped from any one of several domestic ports at the option of the shippers, so that it was necessary for the buyers to notify their consignees to enable them to prepare to receive the cargo. Held that, in the absence of any provision as to the character of the notice of the shipment to be given by the seller, actual notice was necessary, and notice by a letter mailed within five days from the time of shipment, but not received by the buyers until after five days, was not a sufficient compliance with the contract.—*Steinhart v. Bingham, Court of Appeals of New York*. 75 N. E. 403.

The National Hay Ass'n will hold its annual convention July 2, 3 and 4, 1906, at Put-in-Bay, O.

## Books Received

**CORN INSECTS.**—Field experiments and observations of injury to corn by the timothy bill bug, corn root aphid and chinch bug, and methods of prevention, are given in Bulletin No. 104, by S. A. Forbes, State Entomologist, Agri. Exp. Station, Urbana, Ill.

**WISCONSIN BOARD OF AGRICULTURE. ANNUAL REPORT.**—We are indebted to John M. True, secy., Madison, Wis., for a copy of the annual report of the Wisconsin State Board of Agri., containing a full report of the annual convention of the Board, including addresses on the inspection of feeding stuffs and improving the corn crop. Cloth; 144 pages.

**EXPERIMENTS WITH CORN.**—By dividing the state into 6 sections the Nebraska Agri. Exp. Station shows that certain varieties of corn yielded best in certain sections and other varieties in other sections. Corn raised in central and western Nebraska produced smaller ears than did the same varieties grown in the eastern part of the state. Medium sized ears yielded better than large or small eared varieties. The experiments lead to the conclusion that seed corn should be raised as near as possible to the locality in which it is to be planted. Seed corn placed in a dry seed room in the fall gave 20 per cent better stand in the field than seed corn from the same field that was left in the crib over winter. Among the topics discussed are Relation of Size of Ear to Yield, Increasing Yield by Selecting Plants, Selecting Corn for High Oil Content, Adaptation of Corn to New Locality. Bulletin No. 91; 35 pages; by T. L. Lyon, Agriculturist, Agri. Exp. Station; Lincoln, Neb.

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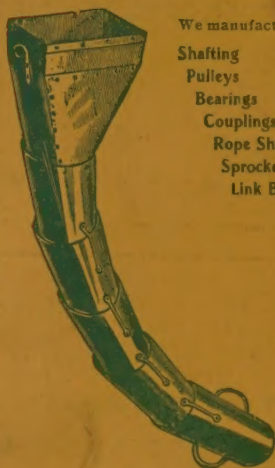
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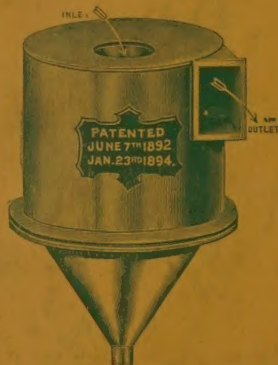


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